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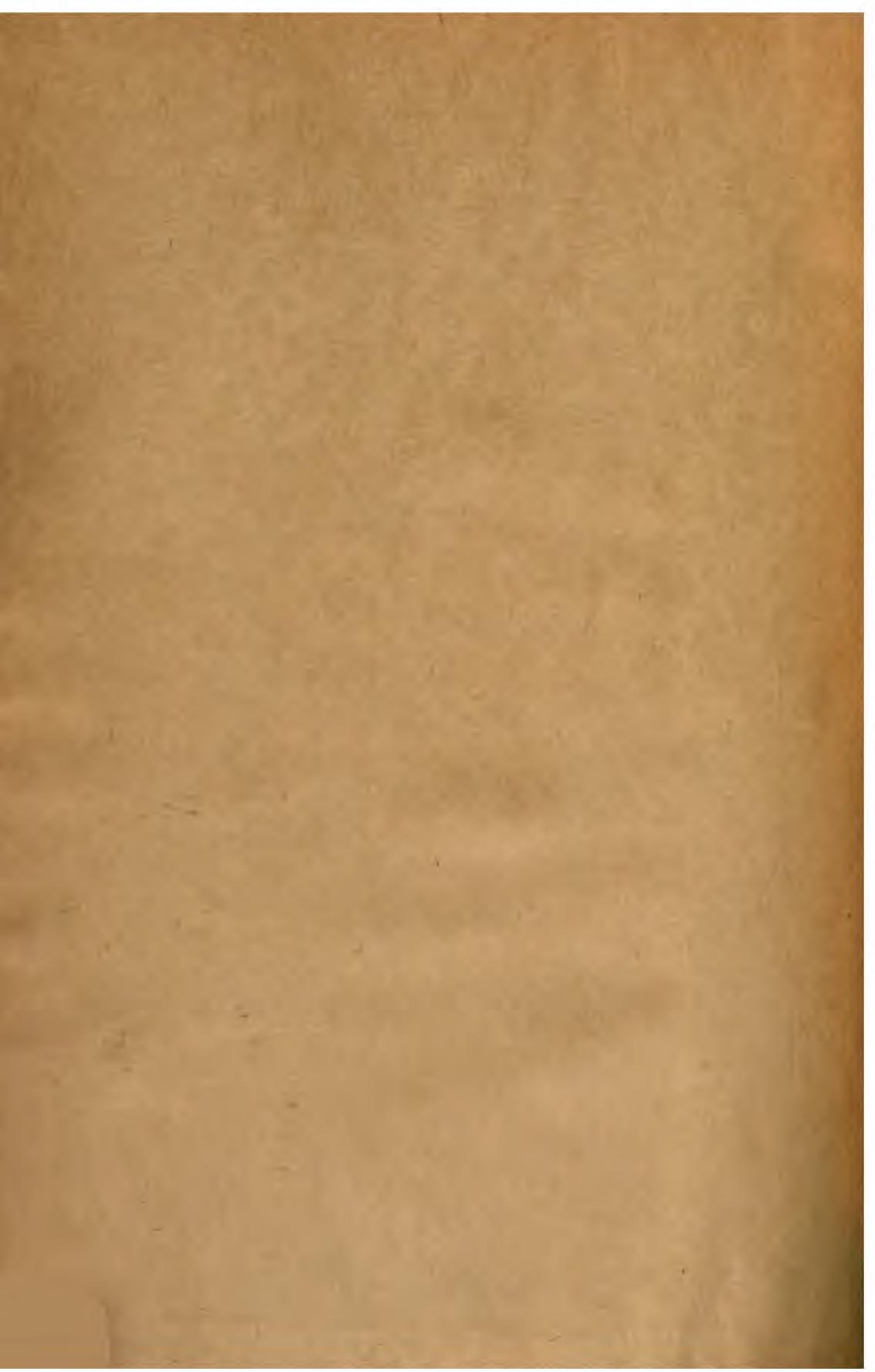
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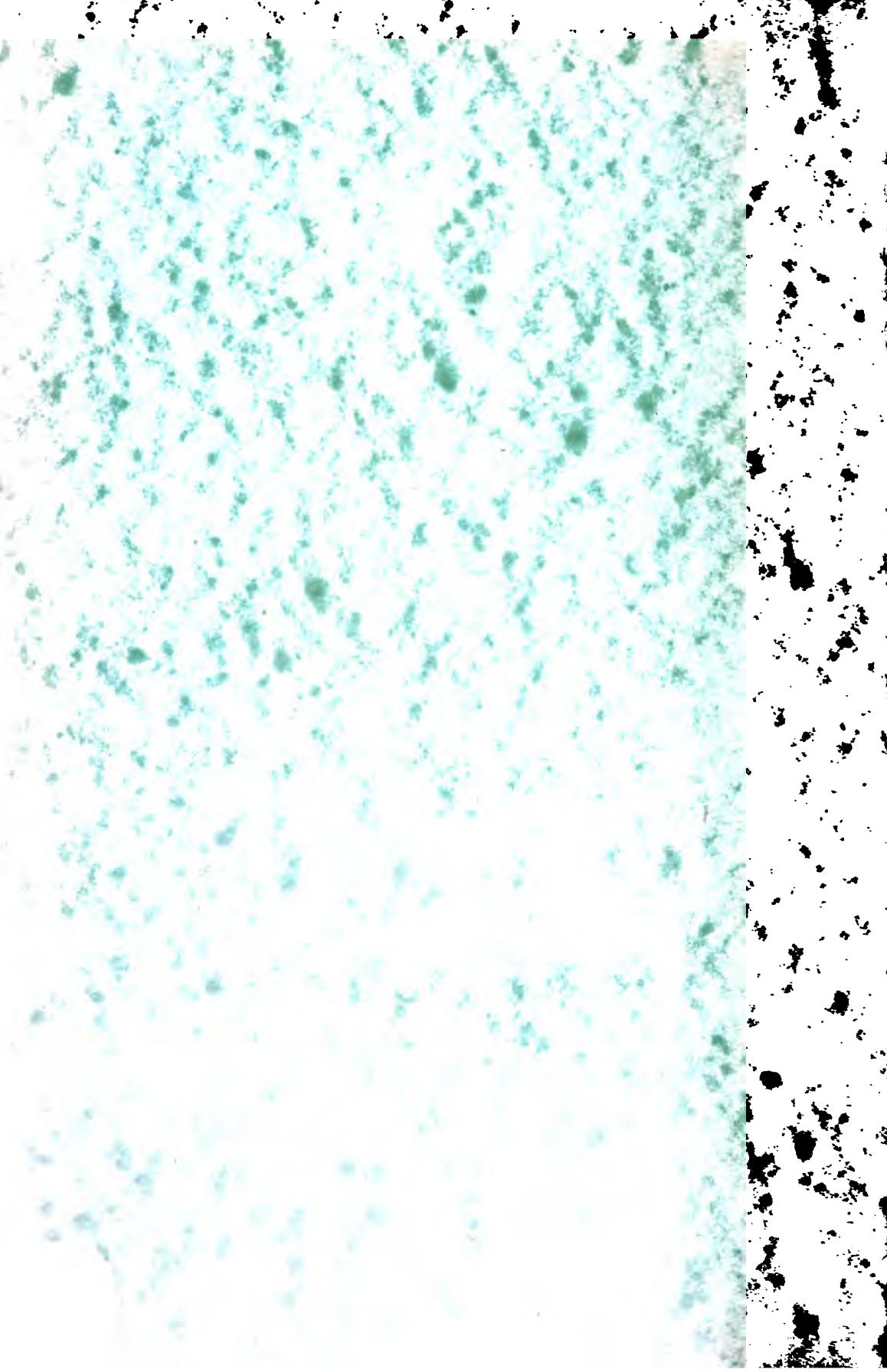
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Twenty-Sixth Report
of the
Railroad Commission
Georgia

From October 15th, 1897, to October 15th, 1898.

Submitted to the Governor October 15th, 1898.

**Including all Rates, Rules and
Regulations adopted by the Com-
mission for the government and
control of railroad, express and tel-
egraph companies which are now
of force.**



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TWENTY-SIXTH REPORT

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RAILROAD COMMISSION

OF

GEORGIA: *Public service
Commission*

FROM OCTOBER 15th, 1897, TO OCTOBER 15th, 1898.

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ATLANTA, GA.

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JAN 25 1899

Georgia Journal of Railroads.

L. N. TRAMMELL, Chairman.

THOS. C. CRENshaw, Jr.

SPENCER R. ATKINSON.

COMMISSIONERS.

JUN 27 1917

REPORT.

OFFICE OF THE RAILROAD COMMISSION OF GEORGIA,

Atlanta, Ga., October 15, 1898.

His Excellency, W. Y. Atkinson, Governor:

Sir:—Section 2201 of the Code provides that: “It shall be the duty of the commissioners herein provided for, to make to the Governor annual reports of the transactions of their office, and to recommend from time to time such legislation as they may deem advisable.”

In compliance with the requirements of this section we have the honor to submit this, the Twenty-sixth Report of the Railroad Commission of Georgia. The various Circulars promulgated by the Board during the year are annexed, and referred to as a part of this report.

The physical condition of the railroads in Georgia, and especially that of the trunk lines, is excellent and the service good. There have, however, been a few complaints made with reference to the condition and service of some of the shorter lines, originally built as tram or lumber roads. These complaints have been investigated and direction given for such improvements as seemed necessary to meet the requirements of the business.

A table showing the earnings, expenses, etc., of the various roads will be found elsewhere, as well as a statement showing the mileage of each road in Georgia, and the total increase in mileage reported during the year.

WORK OF THE COMMISSION.

This Commission, standing as an arbitrator between the railroad, express and telegraph companies and the public, and being charged with the duty of regulating in Georgia the rates and in a measure the service of these vast corporations, which affect directly and materially the interests of every

citizen and industry in the State, is naturally called upon to consider applications and complaints in almost infinite variety. Many of these do not come within the jurisdiction of the Board; and generally in such cases all that can be done is to so inform the complainant and afford him such information as may be in our power in reference to the matter complained of. However, in a number of instances, notwithstanding want of jurisdiction, the Commission has succeeded in securing adjustments of differences between the roads and their patrons, satisfactory to both. Many of the matters which do fall within the scope and authority of this Commission are of a local or transient nature, and consequently of no interest to the public at large, though of great importance to the parties directly interested. We shall not therefore burden this report with a recital of such minor cases, which are daily adjudicated and disposed of, but will limit ourselves to a brief review of a few of the more important matters representative of the general work of the Commission.

DEPOTS.

Reference was made in our last report to the question raised in regard to the validity of the law authorizing this Commission to require the location and erection of depots. This is a very important and necessary power, and a brief review of the matter may be of interest.

On January 28th, 1896, after hearing the application of the citizens of Forsyth for improved depot accommodations at that place, the Board issued an order requiring the Central of Georgia Railway Company to erect a suitable depot building there within a specified time. Said order was disregarded, whereupon by direction of the Commission the Attorney-General instituted suit in the name of the State against that company in Monroe Superior Court for the recovery of penalty provided by law. The defendant by counsel filed its demurrer to this proceeding, mainly on two grounds, substantially as follows: That the Superior Court of Monroe county had no jurisdiction of the case because the wrong complained of was not perpetrated in that county, the principal office of the defendant company not being located therein; and, secondly, that the title of this

Act of October 29th, 1889 (which empowered the Commission to require the erection of depots, etc.), did not express what was contained in the body of said Act and was therefore unconstitutional, null and void, being in contravention of Article 3, Section 7, Paragraph 8 of the Constitution. The Attorney-General, representing the State, submitted that whatever might have been the defects of the amendatory Act in question, the same had been cured by the Act of December 16, 1895, adopting the new Code, which embraced the original statute and amendments. Counsel for the railroad company contended that in adopting the Code of 1895 the Legislature did not intend to make anything in the Code law which was not the law before its adoption, and that if such was its intention it did not have the power under the Constitution to enact in this way any statutes or any changes or modifications of existing laws because the title of the Act did not indicate the matter contained in the body of the Code. The court sustained the demurrer and the case was appealed to the Supreme Court. Substantially the same contentions were urged by the respective parties before the higher tribunal, which rendered its decision in the case on July 27, 1898. The head-notes of that decision, which epitomize the same, are quoted below:

“1. If a railroad company of this State refuses to comply with an order passed by the Railroad Commissioners requiring it to erect a depot building in a given town or city through which the line of its road passes, such refusal, in contemplation of the law, is at the company’s principal office, or place of business; and consequently the Superior Court of the county in which that office is located, and it alone has jurisdiction of an action by the State against the company for recovery of the penalty incurred by the company in refusing to yield obedience to such order.

“2. The intention of an Act of December 16, 1895, adopting the present Code, and making the same of force as the Code of Georgia, is to enact into one statute all the provisions embraced in that Code.

“3. This Act is not unconstitutional because it did not incorporate in its body the various sections of the Code; nor because these sections were not read three times and on three separate days in each house of the General Assembly before the passage of the Act.

“4. The Act in question does not, within the meaning of Article 3, Section 7, Paragraph 8, of the Constitution of Georgia, refer to more than one subject matter; nor does it contain matter different from what is expressed in the title thereof.

“5. The effect of this Act is to make as a part of the law of the State all new matter embodied in the Code of 1895, which could be constitutionally enacted by the Legislature. It follows, therefore, that the Act, though unconstitutional as originally passed, on account of containing matter different from what was expressed in its title, if otherwise constitutional, became valid law by its incorporation in the present Code, upon the passage of the Act first mentioned.”

Thus after a considerable period of uncertainty all doubt of the authority of this Commission to require the location and erection of depots has been removed and its power in that respect firmly established. Incidentally another very important result was the outcome of this litigation, namely, the decision of the court that the Code of 1895 is itself a legislative enactment and therefore the statute law of the State *per se*. However, it is the opinion of the Commission that the law should be so amended as to authorize suit to be brought by the State in the Superior Court of the county in which the town or city is located where a railroad company fails or refuses to construct a depot building in obedience to an order of this Commission. This will be again referred to in our recommendations.

Upon consultation with the Attorney-General, it was thought advisable by the Board, pending the above mentioned litigation, to withhold action upon a number of applications for depots. Since that time the Commission has made personal visitation to the most important points from which depot applications had been received for the purpose of inspecting the present depot buildings and ascertaining what additional facilities, if any, were necessary. In some instances the roads have without the issuance of formal orders made the desired improvements upon their attention being called to the complaints. In other cases where orders have been issued, the roads have signified their intention to comply.

PAYMENT OF WAR STAMP TAX BY TELEGRAPH AND EXPRESS COMPANIES.

Soon after the internal revenue law of the present year became effective a number of complaints were lodged in this office against the Southern Express Company and the Western Union and Postal Telegraph Companies to the effect that the former required as a condition precedent to issuing receipts and forwarding shipments offered for transportation, that consignees should furnish the internal revenue stamp required by said Act to be affixed to such receipts, and that said telegraph companies required senders of telegraphic dispatchers to stamp the same before tendering them for transmission. The Commission immediately issued rules requiring said companies to appear and show cause why suits should not be in-

stituted against them for the recovery of penalties provided by law for exacting of their patrons in Georgia a greater charge for the service performed than was prescribed by the tariffs and rules of this Commission.

The Southern Express Company by its counsel appeared and contended that it was not the intention of Congress to lay this tax upon the carrier, but upon the freight, or in other words upon the shipper; that the theory and effect of all laws for raising revenue by indirect taxation was that the burden ultimately rested upon the consumer of the article upon which the tax was levied, and that therefore this tax should be passed along so that it would be likewise distributed among and paid by the consumers of the freight carried. After a careful consideration of the matter the Commission decided that this was a tax laid by Congress upon the Express Company; that it was the duty of such carrier to issue bills of lading or receipts for shipments received by it for transportation; that properly stamping such instruments was necessarily incidental to their issuance, and that the exactation of this extra charge complained of was a violation of the tariffs and regulations of the Commission, inasmuch as it indirectly increased the rates above those prescribed by it. Accordingly the Express Company was directed by an order to discontinue this practice. The Board was notified that the order would be observed, and simultaneously notice was given that the Express Company would make application for an increase in its rates in Georgia sufficient to compensate it for the loss of revenue sustained in carrying out the requirements of said order.

Such an application was soon after filed, and the same was duly heard. It was submitted that if the rates on express shipments were just and reasonable prior to the imposition of this tax, that they were not just and reasonable after this additional expense was incurred, and should therefore be proportionately increased. It was estimated that the loss of revenue to the Express Company in Georgia would approximate \$60,000.00 annually.

Upon considering the case the Commission, being fully persuaded that the Congress intended that the burden of this tax should be borne by the Express Company and not by the general public, declined to make such a change in the existing rate as would shift this burden from the shoulder of the company to the back of the shipper; and accordingly said application was dismissed.

The questions involved in this case arose in other States, in which no Com-

missions existed which were authorized to deal with them in a summary way. The persons complaining were driven to the necessity of appealing to the courts for a redress of their grievances; and it is gratifying to this Commission to be able to state that wherever the question arose it was settled in accordance with the principles applied by this Commission in making its ruling.

In the case of the telegraph companies it appeared that the Act required senders of telegraphic dispatches to affix stamps to the same denoting the tax levied thereon before tendering them for transmission. While it is believed that the Act also requires that a telegraph company, after having received such a stamped message, shall likewise stamp a copy thereof before delivery of the dispatch is made to the addressee, inasmuch as this feature of the matter in no wise affects the rates fixed by the Commission; and since the law makes it the duty of a sender to stamp his message before tendering it for transmission, a telegraph company does not violate the rules of this Board in requiring the sender to comply with the law before receiving his message. Therefore, as no rule or regulation of the Commission was involved, the cases against the telegraph companies were dismissed.

THE COLUMBUS RAILROAD COMPANY—JURISDICTION.

A case which was of considerable interest was that brought by the Commercial Guano Company of Savannah against the Columbus Railroad Company on the ground of alleged excessive charges exacted by the defendant for transporting loaded cars from the point of conjunction between its track and that of the Central of Georgia Railway Company to the boat landing in Columbus. The same case had been previously heard and decided adversely to the complainant, and this was upon a petition for a re-hearing of the complaint. The question involved was that of jurisdiction of the Commission over the lines of the defendant company.

It was contended by counsel for complainants that defendant was engaged in business as a common carrier of passengers and freight; was a "railroad company" within the meaning of the statute, and therefore properly subject to the jurisdiction of the Railroad Commission. Counsel

for the defendant company submitted that same was a "street railroad" company; that it was chartered by the General Assembly as such; that its lines were operated as a street railroad and that it therefore fell within the exception contained in Section 2199 of the civil Code, and consequently was not subject to the jurisdiction of this Commission.

It appeared from the evidence submitted at the hearing that the General Assembly had chartered the defendant company as a street railroad company, for the stated purpose of carrying freight and passengers, subject to regulation by the Mayor and City Counsel of Columbus; that said charter had been renewed by the same authority subsequent to the organization of the Commission, and that the Act creating the Commission in express terms excepted "street railroads" from its jurisdiction. It was therefore held that, the charter Act being of force and not in conflict with the law creating the Commission, said defendant company was subject to the jurisdiction of the municipal authorities of Columbus, and not to that of the Railroad Commission.

TRAM OR SAW-MILL RAILROADS—JURISDICTION.

A matter frequently presented for our consideration is that of jurisdiction of this species of railroad. Sometimes the owners of these tram roads, while perhaps not holding themselves out to the public as common carriers, engage in the transportation of freight and passengers for hire in a limited way. In the event of disagreement between the parties (owner and shipper) a case is made before the Commission, and the first question to be disposed of is as to whether the road complained against comes within the scope of our authority. Touching this subject, generally, the Board has held that:

"All persons or corporations operating railroads within this State for hire, whether for passengers or freight (street railways excepted) are, under the laws of this State, subject to the jurisdiction of this Commission."

Nevertheless the Board has in some instances declined to assume jurisdiction over roads of this character where circumstances did not seem to require the opposite course. As a general proposition the crude and inadequate facilities of these roads render the handling of freight and passengers unsafe and unsatisfactory, and it is a practice which ought to be discouraged.

STORAGE CHARGES ON FREIGHT IN LESS THAN CAR-LOADS.

Heretofore under Demurrage Rule No. 10 of this Commission the roads were not allowed to charge storage on freight in less than carload lots when unloaded into depots or warehouses, unless such charges were uniformly made at all points on such lines. At competitive points, where one line made no such charge, its competitor was placed at a disadvantage of being compelled to waive these charges at all points on its lines, or to make the charge at the competitive point, in the face of competition by the road which chose not to do so. After hearing the traffic officials of the various roads the Commission amended the Rule by making it inapplicable to package freight received in less than carload lots and unloaded into depots and warehouses; and it is believed that this change will be promotive of harmony without injurious effect upon either the railroads or the public.

SPECIAL ARRANGEMENTS AND PRIVATE CONTRACTS.

Recurring to the subject of complaints of which this Board has no jurisdiction, next in point of numbers to those arising from interstate shipments come those in regard to contracts and agreements. For example, a party arranges with a railroad company for the construction of a private spur track to his factory or warehouse, and an agreement is made for its maintenance; again, under certain circumstances an agreement is made between a shipper and a railroad company by which the latter is bound to transfer cars for the shipper at a special and lower rate than the prescribed maximum. Eventually a misunderstanding arises, or it suits the interest of the road to discontinue such arrangement and the Commission is appealed to by the other party for redress. As a matter of course all that we can do in such cases is to inform the complainants that this Board has no authority whatever to enforce contracts or agreements, and that a remedy can be had only in the courts.

TARIFFS PRESCRIBED FOR NEW RAILWAYS.

The Board has been called upon to prescribe freight and passenger tariffs for the government of three new roads during the past year, as follows:

The Atlantic, Valdosta & Western Railway Company; road projected from Valdosta, Ga., to Jacksonville, Fla., 107 miles. The line is not completed as yet, but we are informed that the company expects to finish construction to Valdosta during October.

The Bruton & Pineora Railway Company; in charge of the property of the old Atlantic Short Line Railway Company, which was sold under foreclosure; line extends from Bruton to Stillmore; under construction to Pineora, Ga.

The Dooly Southern Railway Company; length of line 8 mile, extending from Richwood, on the Georgia Southern & Florida Railway, to Penia, on the Georgia & Alabama Railway.

All of said roads were assigned to Class No. Six of the Commissioners' Classification of Railroads, that class including most of the new or short lines of railroad in Georgia. One or two other companies have constructed branches or extensions during the year, which will be noted by reference to the statement of railroad mileage in this State, given elsewhere in this report.

INTERSTATE COMMERCE.

Attention is especially called to the necessity for the enactment of a law which will enable the Interstate Commerce Commission to effectually regulate interstate rates. To illustrate this necessity we quote an example cited in our last report:

"In October, 1891, and in January, 1892, this Commission filed in the office of the Interstate Commerce Commission complaints against several of the leading railroads in Georgia and their connections, for violations of the fourth section of the Act to Regulate Commerce, known as the "Long and Short Haul Clause" of said Act. The complaints were that the roads charged a greater rate for a shorter distance than for the longer, the shorter distance being included in the longer. For instance, on a shipment of freight of first class from Cincinnati to Aeworth, on the Western &

Atlantic Railroad, the rate was \$1.24 per hundred pounds, while a similar shipment would be carried over the same route, in the same car, to Atlanta, 35 miles further, for \$1.07 per hundred pounds.

The Interstate Commerce Commission heard these cases, and on November 11, 1892, decided them in favor of this Commission and directed the defendants to cease and desist from charging a greater rate for a shorter distance than for the longer. Upon the refusal of the roads to obey these orders, suits were filed by the Interstate Commerce Commission in the United States District Courts in Atlanta and Savannah to compel obedience."

There were seven of these cases, brought by this Commission, five of which have been decided in its favor by the Interstate Commerce Commission. That Commission, in seeking to enforce its orders, filed two bills in the United States District Court at Savannah, and three at Atlanta; one of the latter being against the Western & Atlantic Railroad and connections, from which the above example was cited. On June 15th, 1898, this case (which was allowed to control the other two) was decided adversely to the plaintiff.

The case was decided upon an interpretation of the fourth section of the interstate commerce law, which provides:

"That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance," etc.

The Court, following the decision of the Supreme Court of the United States in the case of Interstate Commerce Commission vs. Alabama Midland Railway Company, held that competition among the several transportation lines converging at Atlanta created circumstances and conditions not substantially similar to those which obtained at Cartersville, Aeworth, Marietta and other points named on the Western & Atlantic Railroad, and that consequently that road, in charging greater rates for the shorter distances to such points than to Atlanta, had not violated the section referred to.

Under the constructions placed upon it by the Courts the interstate commerce law evidently fails to accomplish the purpose for which it was designed, namely the regulation of interstate rates so as to secure relatively to interstate traffic, even justice to all shippers and to prevent extortion by the railroads. This has been fully demonstrated in the cases above re-

ferred to. While an appeal has been taken by the Interstate Commerce Commission, the decision of the Supreme Court of the United States in the Alabama Midland case seems to have fixed a precedent under which all attempts to give the smaller towns equitable rates will be futile.

This Commission has used its utmost endeavors to protect the people at local points in Georgia against unjust interstate rates. It has made numerous cases before the Interstate Commerce Commission, most of which that body decided favorably to it. It has co-operated as far as possible in pressing suits in the Federal Courts to have those findings enforced. And since these tests in those courts have proven the interstate commerce law totally ineffectual, we feel it our duty to plainly state that fact and to say that in our opinion there is and can be no adequate relief for the people from the unjust burdens imposed upon them in many instances by excessive, unequal and partial interstate rates until the powers of the Interstate Commerce Commission are strengthened. The courts have decreed that the Act gives the Commission no authority to make rates; and its orders and suggestions in regard to the rates made by the railroads, being advisory merely, are of no avail. In our judgment there can be no hope for an improvement in this respect until the Interstate Commerce Commission is clothed with plenary power to fix and prescribe maximum rates on interstate traffic and to make rules governing the same. Its findings should be final, and its tariff sheets should be deemed sufficient evidence in the courts that the rates fixed were just and reasonable. Suitable penalties should be provided for all failures and refusals by railroads to comply with such rates, rules and regulations, and adequate legal machinery created to insure the speedy enforcement of the same, so that when any rate or practice should be found to be exorbitant, unjust or unreasonable, an effective remedy could be quickly applied.

Holding these views, we most earnestly recommend that the General Assembly request the Representatives and instruct the Senators from this State to make a concerted effort and to use every possible endeavor to secure Congressional legislation on the lines indicated above. As we have said, there is no relief for those who are suffering from these unjust discriminations and cannot be until ample power is conferred upon the Interstate Commerce Commission by a statute framed in such clear and unmistakable terms that there can be no misinterpretation of its meaning or evasion of its provisions.

REGULATION OF SLEEPING CAR RATES.

There is at present no provision for the regulation of the rates charged for sleeping car accommodations in Georgia. The Commission is of the opinion that a public service of this character, so closely identified with railroad transportation as sleeping car service is, should likewise be subject to similar control as applies to railroads.

We therefore recommend that the General Assembly enact a statute authorizing the Commission to prescribe rates, rules and regulations for the government of corporations owning or operating sleeping cars in this State, in the same manner as they are now by law authorized to do with regard to railroad, express and telegraph companies.

This recommendation is made not only because of its inherent propriety, but because it has been repeatedly suggested to this Commission by numerous citizens of the State, who, constituting a part of the great traveling public, have an interest immediately involved. We will not enter upon any extended discussion of this subject, but will content ourselves with presenting for the consideration of your Excellency an extract from a letter addressed to the Commission, which seems to state the reasons which led the general public to the belief that the rates of sleeping car companies, like other transportation companies, should be made subject to the control of the Commission:

"I call your attention to the published statement of the Pullman Car Company in press dispatches of July 2d (1898). The Company seems to have declared a quarterly dividend of \$2.00 per share, and a special dividend of \$20.00, and provided that the regular dividends hereafter should be 6 per cent. They recommend that the surplus assets, to the extent of \$18,000,000, should be distributed to the stock-holders, by increasing the stock to \$54,000,000, and that the stock shall be issued to the shareholders in proportion of one share for each two shares held.

"The sleeping cars are the only institution that I recall, that have maintained the rights (rate?) of \$2.00 per berth since the war; and notwithstanding the appreciation of the value of currency, and the large reduction in the prices of almost everything else, and notwithstanding the enormous increase of travel, whereby sleepers that formerly carried five or six passengers, are now on the principal trunk lines, almost universally crowded; yet the price is still \$2.00.

"There can be no question but what the company has made millions of dollars; and it would seem, in the interest of the general public, that it was time that such legislation was being enacted as would at least force the company to give the suffering public the benefit of some reduction in what is considered a very enormous charge.

"The fare from Augusta to New York is about \$21.00, and the sleeper over one-fourth of that amount.

"I trust that in the interest of the people you will take the matter under advisement, and suggest and endeavor to have passed such legislation as will afford at least a measure of relief to the traveling public."

VENUE IN DEPOT CASES.

As elsewhere stated, the Supreme Court of Georgia has held that, as the law now stands, suit to recover penalties for failure or refusal of railroads to locate or construct a depot when ordered to do so by this Commission, must be brought in the Superior Court of the county in which the principal office of the offending company is located, and not elsewhere. This is a serious impediment to the enforcement of the law, as well as a source of great inconvenience.

In the first place, it involves the State in the expense of having its witnesses, in many cases, attend upon sessions of court held hundreds of miles from their residences, or compels it to dispense with their personal appearance and rely upon the unsatisfactory method of submitting testimony upon answers to written interrogatories. In the second place, one of the principal questions of fact which necessarily arises in that class of cases is whether or not the depot in a given case required to be built is such as answers the requirements of the public comfort and convenience, and whether the location selected by the Commission is a proper one. This class of questions, like those involving the condemnation of rights of way for public ways, can be best determined when the jury shall have the opportunity of viewing the premises; and their presence at or near the spot would be indispensable to the exercise of this right. Aside from these considerations, in all cases of tort, under existing laws, the company must, and in all cases of breach of contract may, be sued in the county where the tort was committed or the contract was to be performed. With equal propriety all proceedings to enforce the performance of a duty owing to the public should be permitted to be brought in the county where that duty is to be performed; and since the principal offices of some of the railroad companies operating lines in Georgia may be beyond the limits of this State, there is the greater reason, not only that such suit should be brought in the county

where the depot is to be built, but also that service in all such cases be perfected by the delivery of a copy of the writ to any agent of the company within such county. Indeed, we are of the opinion that in all cases involving the breach of any duty that may be owing upon the part of a corporation, whether to the public or an individual, arising either from contract or imposed by law, the law should be so framed as to authorize suits to be brought in the county in which such duties are to be performed.

MANDAMUS AS A REMEDY.

In the present state of the law it seems that the only remedy afforded against carriers refusing to conform to the rules and orders of the Commission is to be found in the institution of suits to recover the statutory penalties imposed in such cases; and we are of the opinion that this is a manifestly inadequate provision. Many of such orders involve matters of the greatest concern to individuals as well as to the public, a specific performance of them being indispensable to the enjoyment of their full rights under the law. The recovery of a penalty might have the effect of preventing a repetition of the wrong, but it neither compensates for past injuries nor gives assurance against a repetition of the wrong.

A few illustrations will suffice to demonstrate the propriety of so changing the law as to enable the courts, either by mandamus or mandatory injunction, in a summary way to compel carriers to specifically perform duties which they assume, or which are imposed upon them by law. For instance, the public convenience or comfort might require the construction at a given point of a depot building which would cost many thousand dollars. This Commission orders its erection. The company against which the order is made declines to comply. Suit is instituted. The extreme limit of the recovery is five thousand dollars. It might be cheaper to the company to litigate, even if eventually compelled to pay the penalty, than to comply with the order; and even at the end of the litigation the public would be no nearer getting the depot than when the proceeding was commenced. A judgment imposing the penalty would not enjoin upon the company the duty of building the depot.

Again: A manufacturer erects a plant alongside a line of railroad. Under a contract with the company a siding is put in for his convenience. A disagreement arises between the two. The company removes its siding or refuses to run its cars thereon for hauling the products of the manufacturer. Under the present law his only remedy is by suit for damages; and even if he ultimately recovers, the continuing injury to his business will in the meantime have crushed his enterprise and destroyed his trade. Practically he is remediless.

The two illustrations cited are strong cases. They are not likely to, but may arise. They are stated for the purpose of emphasizing the necessity for an improvement in the remedial process afforded by existing laws. In the one case mandamus, in the other mandatory injunction, would afford a reasonable, just and adequate remedy.

The prompt and summary enforcement of the orders made by this Commission will be found to afford to the general public, and as well to individuals, the best protection against the practices which the Commission was designed to prevent. And we therefore recommend that for the enforcement of all orders made by it in the exercise of its lawful powers, this Commission be authorized to institute suit, either by mandamus or injunction, mandatory or preventive, in the Superior Court where the duty enjoined by such order is to be performed, or where the act to be restrained is being committed, and that service thereof be perfected as in other suits for tort or breach of contract, against the company.

SIDE-TRACKS.

A fruitful source of complaint from the public, and particularly those engaged in the establishment and operation of industrial enterprises, has been the subject of side-tracks. The location and proper maintenance of side-tracks should be subject to the control of this Commission, to the end that controversies respecting that subject might be speedily settled, and in such a way as not to impede the building of mills and factories along the lines of the several railways in Georgia.

SUMMARY—CONCLUSION.

Briefly summarized, our recommendations in regard to legislation that is deemed advisable are:

Instructions to Senators and request to Representatives from Georgia to endeavor to have the Interstate Commerce law strengthened.

Amendment of law to authorize suits in depot cases to be brought in county where depots are proposed to be located.

Making the Railroad Commission law applicable to sleeping car companies the same as to railroad, express and telegraph companies.

That the law be so amended as to authorize the courts by mandamus and mandatory injunction to compel the performance of corporate duties, and to so enforce compliance with the orders of this Commission.

That the Commission be authorized to require the location, construction and maintenance of side-tracks.

In conclusion we are gratified to report that during the past year the regulations of the Commission relatively to traffic have been observed and enforced with reasonable promptness, and that the relations between the railroads and the public seem to be more harmonious than heretofore. Gradually a better feeling between the roads and their patrons is becoming manifest. This we believe is largely due to the enforcement of reasonable rates and uniform rules throughout the State, by which arbitrary acts and unjust discriminations, and the consequent strife and discord, are prevented.

It has been the purpose of this Commission to stand upon the middle ground between the great carrier companies of the State and the general public. It has endeavored to administer the law fairly and justly. Where it has found abuses it has corrected them. Where the carriers have given to the public a proper and faithful service it has commended them. It has proceeded upon the principle that the conservative course was the wiser. It has recognized the fact that a rate which was too high was an imposition upon the public, and the further fact that too low a rate would cripple and render inefficient the service to the public.

Notwithstanding its broad powers it recognizes that the best results are to be obtained by such an administration of its authority as that both the railroads and the people would feel at liberty at all times to appeal to it for the enforcement of right and the redress of wrong, with the confident assur-

ance that every complaint made would be patiently heard and then settled with a due regard to the legal rights of all those concerned.

Respectfully submitted:

L. N. TRAMMELL, Chairman,
THOS. C. CRENSHAW, Jr.,
SPENCER R. ATKINSON,
Commissioners.

J. D. MASSEY,
Secretary.

CIRCULARS.

RAILROAD COMMISSION OF GEORGIA.
ATLANTA, Ga., Nov. 26th, 1897.

L. N. TRAMMELL, Chairman,
ALLEN FORT,
THOS. C. CRENSHAW, JR., } *Commissioners.*
J. D. MASSEY, *Secretary.*

CIRCULAR NO. 272.

Classification—Amendments.

The following amendments to the Commissioners' Classification are hereby adopted:

	C. R.	O. R.
Paints and Whiting, bulk, in bbls., casks and sacks, dry, C. L.	L	
Excelsior, made from Georgia Pine, pressed in bales, L. C. L.		5
Excelsior, made from Georgia Pine, C. L., minimum weight, 10,000 pounds.		D

This circular to be effective on and after December 6th, 1897. Everything in conflict hereby repealed.

By order of the board.

J. D. MASSEY,
Secretary.

L. N. TRAMMELL,
Chairman..

RAILROAD COMMISSION OF GEORGIA.

ATLANTA, GA., Dec. 22nd, 1897.

L. N. TRAMMELL, Chairman,
THOS. C. CRENshaw, JR., } Commissioners.
SPENCER R. ATKINSON,
J. D. MASSEY, *Secretary.*

CIRCULAR NO. 273.

General Rule No. 7.

The following has been adopted as General Rule number seven of the Railroad Commission of Georgia :

The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, where, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

By order of the Board.

J. D. MASSEY,
Secretary.

L. N. TRAMMELL,
Chairman.

RAILROAD COMMISSION OF GEORGIA,
ATLANTA, GA., March 2d, 1898.

L. N. TRAMMELL, Chairman,
THOS. C. CRENshaw, Jr., } Commissioners.
SPENCER R. ATKINSON,
J. D. MASSEY, Secretary.

CIRCULAR NO. 274.

Freight and Passenger Tariff of the Atlantic, Valdosta and Western Railway Co.

The Atlantic, Valdosta and Western Railway Company is hereby placed in Class No. 6 of the Commissioners' Classification of Railroads, and in Class B of the Commissioners' Standard Passenger Tariff; and on and after March 10th, 1898, said company will be allowed to charge for the transportation of passengers and freight no more than as follows:

Passenger—Class B, four cents per mile.

Freight—Class No. 6—On Classes 1, 2, 3, 4, 5, 6, A, B, E, G, H, K, L,* M, N, O, and R: For 40 miles and under, the Standard Tariff, with fifty per cent. added; for 70 miles and over 40 miles, the Standard Tariff, with forty per cent. added; for 100 miles and over 70 miles, the Standard Tariff, with thirty per cent. added; over 100 miles, the Standard Tariff, with twenty per cent. added.

On Classes C, D, F, J, and P, the Standard Tariff without percentage.

*On Lime and Ice, the Standard Tariff, with ten per cent added.

Explanatory Note Number One.

The following has been adopted as Explanatory Note Number One, to supersede that at present in effect:

In the Commissioners' Standard Freight Tariff for distances over 100 miles, under the Class opposite the distance, if it ends in O (and if not, then opposite the next greater distance), will be found the rate required: For distances under 100 miles, when the mileage does not end in O or 5, the nearest milage so ending shall govern the rate. Examples: To find the rate for 241 miles on a box of clothing weighing 100 pounds, opposite

the word "Clothing" in the Classification is seen its Class (1); in the Freight Tariff, under Class 1, opposite the next greater distance, 250 miles, is seen the rate, 75 cents; if for 42 miles, the rate for 40 miles would apply; if for 43 miles, the rate for 45 miles would apply.

Changes in Classification.

The following changes in the Commissioners' Classification are hereby adopted:

	C. R. O. R.
Guano Horns, Tin, N. O. S	D 1
Guano Horns, Tin, crated	3
Iron Roofing, boxed, or in rolls or bundles, wired or crated	5 $\frac{2}{3}$ of 6

This Circular to be effective on and after March 10th, 1898. Everything in conflict herewith repealed.

By order of the Board.

J. D. MASSEY,
Secretary.

L. N. TRAMMELL,
Chairman.

RAILROAD COMMISSION OF GEORGIA,
ATLANTA, GA., August 30, 1898.

L. N. TRAMMELL, Chairman,
THOS. C. CRENSHAW, JR., }
SPENCER R. ATKINSON, } *Commissioners.*
J. D. MASSEY, *Secretary.*

CIRCULAR NO. 275.

Freight and Passenger Tariffs of the Bruton & Pineora Railway Company and of the Dooly Southern Railway Company.

The Bruton & Pineora Railway Company and the Dooly Southern Railway Company are hereby placed in Class B of the Standard Passenger Tariff, and in Class No. Six of the Commissioners' Classification of Railroads; and on and after September 10th, 1898, said companies will be allowed to charge for the transportation of passengers and freight no more than as follows:

Passenger—Class B, four cents per mile.

Freight—Class No. 6: On classes 1, 2, 3, 4, 5, 6, A, B, E, G, H, K, L*, M, N, O and R: For 40 miles and under, the Standard Tariff with fifty per cent. added; for 70 miles and over 40 miles, the Standard Tariff with forty per cent. added; for 100 miles and over 70 miles, the Standard Tariff with thirty per cent. added; over 100 miles, the Standard Tariff with twenty per cent. added.

On Classes C, D, F, J, and P, the Standard Tariff without percentage.

*On Lime and Ice, the Standard Tariff with ten per cent. added.

The following is hereby adopted as Rule 5 "A" of the Demurrage Rules of this Commission:

Rule 5 "A"—Where the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the immediate duty of delivery may give to the consignor legal notice of such refusal, and if he shall not, within three days after receiving such notice, give direction for the reshipment or unloading of such goods he shall thence forth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission,

imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the cars of a carrier.

Rule No. 10 of the Demurrage Rules of this Commission is hereby amended so as to read as follows:

Rule 10—Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed.

If demurrage is collected by a railroad company at one point on its line, it must collect at all places on its line of those liable under the rules of this Commission: Provided, That this rule shall not apply to package freight received in less than carload lots and unloaded in depots and warehouses. Provided further, That the Commission shall hear and grant applications to suspend the operation of this rule whenever justice shall demand this course.

Rule No. 1 of the General Rules of this Commission is hereby amended by adding thereto the following paragraph:

Unless otherwise expressly ordered, upon the hearing of all causes which may hereafter come on to be heard before the Commission, the respective parties shall present the testimony of their witnesses by affidavits in like manner as the same are now by law required to be submitted upon the hearing of applications for injunctions. All affidavits intended to be offered by either party shall be served upon the opposite party, his counsel or agent having control of his case at least three days, and all counter affidavits at least twelve hours before the day set for their hearing. This rule of procedure will be varied only when in the exercise of a sound discretion this Commission shall be of the opinion that a departure from its letter is necessary to the attainment of substantial justice.

Rule first of the Rules Governing the Erection and Location of Depots is hereby amended so as to read as follows:

First. No station or agency now, or which may be hereafter established upon the line of any railroad in this State, shall be discontinued or abolished by the authorities of any such railroads without first obtaining the consent of this Commission thereto.

Classification.

The following amendments to the Commissioners' Classification are hereby adopted:

	C. R.	O. R.
Deer Tongue; value limited to 6 cents per pound, L. C. L	5	
Same, C. L	6	
Potatoes, L. C. L. in barrels or sacks	6	R
Spools and Beams, yarn, empty without percentage	6	
Earthenware (other than Jugware) and Stoneware, Loose, C. L. 20,000 pounds	4	5
Jugware, Common, C. L	0	
Cotton Seed, valuable for planting, less than 2,000 pounds, sacked	5	

This Circular to be effective on and after September 10th, 1898. Everything in conflict herewith repealed.

By order of the Board.

J. D. MASSEY,
Secretary.

L. N. TRAMMELL,
Chairman.

COMMISSIONERS' RULES, TARIFFS

—AND—

CLASSIFICATION.

EMBRACING ALL CHANGES AND CORRECTIONS
TO DATE.

OCTOBER 15, 1898.

GENERAL RULES.

RULE 1.—PROCEEDINGS BEFORE THE COMMISSION.

How to bring complaint. All complaints made to the Railroad Commission of alleged grievances must plainly and distinctly set forth the grounds of complaint; the items being numbered, and objections all set forth in writing.

In like manner all defenses must be distinctly set forth in writing, and the items numbered as above stated.

These specifications, whether of complaint or defense, may be accompanied, if the parties desire, by any explanation or argument, or by any suggestion as to the proper remedy or policy. The parties may also be heard in person or by attorney, or by written argument upon such written statement being first filed.

Unless otherwise expressly ordered, upon the hearing of all causes which hereafter come on to be heard before the Commission, the respective parties shall present the testimony of their witnesses by affidavits in like manner as the same are now by law required to be submitted upon the hearing of applications for injunctions. All affidavits intended to be offered by either party shall be served upon the opposite party, his counsel or agent having control of his case at least three days, and all counter affidavits at least twelve hours before the day set for their hearing. This rule of procedure will be varied only when in the exercise of a sound discretion this Commission shall be of the opinion that a departure from its letter is necessary to the attainment of substantial justice.

RULE 2.—MONTHLY REPORTS.

Railroads required to furnish monthly reports. Each Railroad Company doing business within the State of Georgia shall file in the office of the Commissioners, on or before the 30th day of each month, a report, duly sworn, of its earnings and expenses for the month preceding, upon a printed form (A), and shall also at the same time file in said office a report of all orders, rules, regulations and circulars issued by the Commission during the preceding month, accompanied by a statement showing whether said orders, rules, regulations and circulars have been duly posted as required by the rules of the Commission, and have been put in force on said road; said report to be made on a printed form (C), as follows:

FORM C.

To

Secretary Railroad Commission of Georgia:

DEAR SIR:—

Your circular order No. has been received, and a copy has been furnished each local agent of this Company, with instructions that he post the same in a conspicuous place, and that the same be complied with.

Yours truly,

..... of R. R. Co.
..... 189...

RULE 3.—POSTING TARIFFS.

Each Railroad Company doing business within the State of Georgia shall post and keep posted at each of its respective stations, in a conspicuous place, a copy of the schedules of freight and passenger rates prescribed for said road by the Commission, together with a copy of the Commissioners' Classification, and a Table of Distances between stations, giving name of each station. And when any change in said schedule of rates or classification is made, either by the Commission or by any Railroad Company, a copy of said change shall be immediately furnished the office of the Commissioners, and shall also be posted in the same manner as the above.

RULE 4.

The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

RULE 5.

It shall be the duty of each Railroad Company doing business in the State of Georgia to furnish to the Railroad Commission upon demand any books or papers in the possession of said Railroad Company, and a written transcript or copy of any paper in the possession of said Railroad Company, which may appear to the Commission as necessary to aid them in the discharge of their duty.

RULE 6.

Railroad Companies are required to submit to the Commission for inspection and correction, all contracts and agreements between railroads doing business in this State, as to rates of freight and passenger tariffs. Also all arrangements and agreements as to the divisions of earnings of railroads doing business in this State for inspection and consideration.

RULE 7.

The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, where, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

RULES

GOVERNING THE TRANSPORTATION OF PASSENGERS.

STANDARD PASSENGER TARIFF.

FOR PASSENGERS.	CENTS PER MILE.		
	CLASS A.	CLASS B.	CLASS C.
Twelve years old and over.....	3	4	5
Over five years and under twelve years of age.....	1½	2	2½

PASSENGER RULES.

RULE 1.

Amount of baggage allowed. Each passenger shall be entitled to baggage not exceeding one hundred and fifty (150) pounds.

RULE 2.

Office required to be open for reasonable time. No more than the schedule of passenger rates shall be charged where the ticket office at any station shall not have been open for a reasonable time before the departure from a station of the train upon which the passenger intends to be transported.

RULE 3.

Schedule rate charged at junction points. At junction points, where the incoming train arrives so near the leaving time of the outgoing train that it is not practicable for a passenger to procure a ticket, no more than the schedule of passenger rates shall be charged.

RULE 4.

Railroads allowed to collect ex-ct' mileage. Railroad companies are authorized to collect the exact mileage for passenger fares, if they shall make the necessary change to enable them to do so; but, if not, no more than the next lowest amount ending in 5 or 0 shall be charged.

RULE 5.

Te cents a minimum charge. No railroad company shall be allowed to charge more than 10 cents as a minimum full or half rate between regular stations when the fare would be less than that amount.

RULE 6.

Tariff rate to apply from flag stations. No more than standard Passenger Tariff shall be charged passengers from flag stations or other stations where tickets are not kept on sale.

RULE 7.

Tariff rate only charged when arrival or departure of train uncertain. When, in consequence of the uncertain time of arrival or departure of a delayed train, it is impracticable for tickets to be purchased, no more than the regular Standard Passenger Tariff shall be charged.

RULE 8.

Where a railroad company has provided agents and offices, ready and open for the sale of tickets, and passengers, for want of proper diligence, fail to supply them selves therewith before getting on the train, then four (4) cents per mile for each passenger twelve years old and over, and two (2) cents per mile for each passenger over five years old and under twelve may be demanded and collected; *Provided, however,* Offices at way stations may be closed one minute before the arrival of trains.

Four cents to be charged when passenger shows want of proper diligence.

RULE 9.

The Commission will consider applications for an advance or reduction in the Standard Tariff for the transportation of passengers, or in Commutation Rates, but no change in rates shall be of effect or put in force until ratified by the Commission and published in the newspapers of the State, as required by law in Section VI. of the Act approved October 14, 1879; *Provided*, That this rule shall not be construed as placing any restriction on the privilege of railroad companies to make special rates on excursion trains.

No change can be made in ordinary or commutation rates without consent of Commission.

RULE 10.

Tickets on sale at any office in a city must be kept on sale at the Depot Ticket Office of the same railroad at the same prices.

All tickets must be on sale at depot office.

RULE 11.

All assent heretofore given railroad companies to use "drawback" tickets is hereby withdrawn.

No "Drawback" tickets allowed.

Rule No. 12 omitted.

RULE 13.

Each railroad company doing business in this State shall furnish like and equal accommodation to all persons, without distinction of race, color or previous condition.

Equal accommodations required to be furnished.

RULE 14.

Railroad companies are required, at junction stations, to open their waiting rooms at least fifteen minutes before schedule time for the arrival of all passenger trains, but, at intermediate stations, shall not be required to open after 10 o'clock P. M., except for delayed trains, due before that time, and shall keep said waiting rooms open until the actual arrival of the trains. These rooms shall be provided with lights, and when the inclemency of the weather requires it, with fire.

Waiting rooms required to be opened and made comfortable.

RULE 15.**Duty to
bulletin
delayed
trains.**

Whenever any passenger train on any railroad in this State shall be more than one-half of one hour behind its schedule time, it shall be the duty of said railroad company to bulletin and to keep posted at every telegraph station along its line in the direction in which said train is going the time such train is behind its schedule time, and the time of its arrival as nearly as can be approximated.

RULE 16.**Notice of
obstruc-
tion and
consequent
delay
given to
passengers
in car and
at stations.**

Whenever there is, by reason of accident or otherwise, a break or obstruction on any railroad in this State, which will delay any passenger train on said road, it shall be the duty of said road to have the same bulletined at all stations at and between the said passenger train and the place so obstructed, and the conductor shall give notice of said obstruction to the passengers in the cars before leaving the station, and of the delay that will probably be caused by the same.

RULE 17.**Roads re-
quired to
heat pas-
senger
coaches.**

On all passenger trains in this State the railroads shall furnish safe and adequate heating appliances, and shall keep the passenger coaches sufficiently warm to make the passengers comfortable whenever the weather is cold enough to make heating necessary or desirable to the passengers.

EXCESS BAGGAGE TARIFF.**For all Baggage, Over 150 Pounds.**

For 20 miles and under.....	10 cents per 100 pounds.
For 30 miles and over 20.....	15 "
" 40 " " 30.....	20 "
" 60 " " 40.....	25 "
" 70 " " 60.....	30 "
" 80 " " 70.....	35 "
" 90 " " 80.....	40 "
" 100 " " 90.....	45 "
" 110 " " 100.....	50 "
" 120 " " 110.....	55 "
" 130 " " 120.....	55 "
" 140 " " 130.....	60 "
" 150 " " 140.....	65 "
" 160 " " 150.....	70 "
" 170 " " 160.....	75 "
" 180 " " 170.....	80 "
" 190 " " 180.....	85 "
" 200 " " 190.....	90 "
" 210 " " 200.....	95 "
" 220 " " 210.....	1.00 "
" 230 " " 220.....	1.05 "
" 240 " " 230.....	1.10 "
" 260 " " 240.....	1.15 "
" 290 " " 260.....	1.20 "
" 320 " " 290.....	1.25 "
" 350 " " 320.....	1.30 "
" 400 " " 350.....	1.35 "
" 450 " " 400.....	1.40 "

NOTE 1.—No more than ten (10) cents shall be allowed to be collected as a minimum charge.

NOTE 2.—The above Tariff is subject to "Rule One" of the Rules Governing the Transportation of Freight.

RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

RULE 1.

All connecting railroads, which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting railroads, a majority of whose stock is owned or controlled either directly or indirectly, by one of the connecting lines, shall, for the purpose of transportation, in applying this tariff, be considered as constituting but one and the same road; and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate Board of Directors shall not prevent the application of this rule.

RULE 2.

DISTANCES.—Since a separate rate cannot be conveniently given for every possible distance, the law authorizes the Commission "to ascertain what shall be the limits of longer and shorter distances." Five (5) miles has, accordingly, been fixed as the limit for a change of freight rates for all distances less than one hundred (100) miles; and ten (10) miles for all distances over one hundred (100) miles. The Commissioners reserve the right, however, to correct the charge in extreme cases which work hardship, although the same may not violate the letter of our rules.

RULE 3.

For all distances over five (5) miles and under one hundred (100) miles, the following rule will apply: When the mileage does not end in 0 or 5 the nearest mileage so ending shall govern the rate. (As amended August 15, 1888.)

ILLUSTRATION: For a distance of 27 miles charge for 25 miles; for a distance of 28 miles, charge for 30 miles.

RULE 4.

When freight is transported any distance greater than one hundred (100) miles, if the mileage does not end in 0, the next ten (10) mile group above shall govern the rate.

ILLUSTRATION: For 121 miles charge for 130.

RULE 5.

For distances under 20 or over 250 miles, a reduction of rates may be made without making a change at all stations short of 250 miles; *Provided, however, That when any railroad shall make a reduction of rates for distances over 250 miles, the same shall apply to similar distances on all the roads controlled by the same company, and in no case shall more be charged for a less than a greater distance.*

Reduction
of rates
under 20
miles and
over 250
miles.

RULE 6.

The freight rates prescribed by the Commission are maximum rates, which shall not be transcended by the railroads. They may carry, however, at less than the prescribed rates, provided, that if they carry for less for one person they shall for the like service carry for the same lessened rate for all persons, except as mentioned hereafter; and if they adopt less freight rates from one station, they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discrimination as against any person or locality.

No unjust
discrimi-
nation in
rates.

Longer line allowed to adopt the short line rate.

But when there are between any two points in this State two or more competing roads not under the same management or in the same system, then the longer line or lines, in order to give said points the benefit of competition, may reduce the rates between said two points below the Standard Tariff, without making a corresponding reduction at all stations along the lines of the said road; or when a rate on cotton is made to a seaport out of the State, which is less than the rate from the same point to the Georgia ports, the railroads shall be authorized to meet the said competitive rate in like manner, as aforesaid; Provided, that before taking effect, the proposed change of rates shall be submitted to and approved by the Commission.

Freight charges on passenger trains.

The rates charged for freight service by regular passenger trains may be one and a half times that for freight by ordinary freight trains, provided that this rule has no application to freight carried by Express Companies.

Railroads not allowed to decline freight on passenger trains.

No railroad company shall, by reason of any contract with any express or other company, decline or refuse to act as a common carrier, to transport any article proper for transportation by the train for which it is offered.

25 cents minimum charge.

Railroad companies may collect twenty-five (25) cents as a minimum charge on a single shipment, however small; subject, however, to Rule No. 30.

Blockades forbidden.

No railroad company doing business in this State shall permit a blockade of any class of freights on account of any arrangement existing between it and other railroad companies as to the transportation of freight according to percentages or otherwise.

Secret reduction of rates forbidden.

There shall be no secret reduction of rates, nor shall any bonus be given or any rebate paid to any person, but the rates shall be uniform to all, and public.

Roads allowed to reduce certain rates at discretion.

The rates specified for Ores, Sand, Clay, Rough Stone, Common Brick, Bone, Lumber, Shingles, Laths, Staves, Empty Barrels, Wood, Straw, Shucks, Hay, Fodder, Corn, in ear, Tan-bark, Turpentine, Rosin, Tar, Household Goods, are maximum rates, but the roads are left free to reduce them at discretion, and all such rates are exempted from the operation of Rule 6; Provided, That all such rates made by any railroad under this rule shall be first submitted to the Commission and approved by them before becoming effective. Any complaints as to such rates will, on presentation, be duly considered.

Shippers to load and unload.

When railroad companies are required to load or unload car load shipments of Classes L, M, N, O and P, or to load car load shipments of Naval Stores, the actual cost of such service shall be paid by shippers.

RULE 14.

EXTRA HANDLING.—The charge for handling extra heavy articles may be as follows, viz.: Charges for extra handling.

Under 2,000 pounds, no extra charge for handling.

For 2,000 pounds and under 3,000 pounds.....\$ 3 00

For 3,000 " " 4,000 pounds..... 5 00

For 4,000 " " 5,000 pounds..... 7 00

For 5,000 " " 6,000 pounds..... 8 00

For 6,000 " " 7,000 pounds..... 10 00

For 7,000 and over, in proportion.

RULE 15.

FERTILIZERS.—This term embraces the following and like articles, when intended to be used as Fertilizers: Ammonia Sulphate, Bone Black, Bones ground or dissolved, Castor Pomace, or Fish Scrap, Guanos, Alto Vella, Fish, Navarro, Navarro Lump, Peruvian Soluble Pacific, Nitrate Cake, Plaster of Paris, Potash—German Salts of, Muriate of, Sulphate of—Salt Cake, South Carolina Lump and Ground Phosphate, Soda—Nitrate of and Sulphate of—Tank Stuff, Kainit and Cotton Seed Meal, etc.

Definition of term "Fertilizer."

RULE 16.

Vehicles designed for transportation at carrier's risk must be properly protected by the shipper with sufficient covering or packing from all liabilities to injury from fire, weather, chafing, or other injury. Vehicles must be properly protected.

RULE 17.

In no case shall the amount collected on L. C. L. shipments exceed the charge per car load for the same class of goods.

Charge for L. C. L. shipments not exceed charge for C. L. shipments.

RULE 18.

Railroad companies are not required to receive cotton or other merchandise and warehouse the same unless the articles offered are in good shipping condition, well prepared by the shipper, with proper packing and intelligible, plain marking, and accompanied with orders for immediate shipping. Goods must be properly prepared for shipment.

RULE 19.

CAR LOAD RATES apply to a shipment of car load or more, made by one shipper, at one time, to one and the same point of delivery, to the same consignee, although the same may, in fact, be carried by the transportation company to the point of delivery in lots less than the amount recognized as a car load. When car load rates apply.

NOTE.—Form B.—All applications for special rates must be submitted to the Commission on Form B.

ESTIMATED WEIGHTS.

RULE 20.

Lumber, Coal, Lime and Stone and all other articles for which estimated weights are given in the Classification (except Live Stock, Ale and Beer and empty Ale and Beer packages in less than carload lots) will be taken at actual weights when the weights can be ascertained by a sworn weigher, who shall balance the scales immediately before weighing and see that the car is entirely free from all bearing of other car or cars (except where lumber laps from one car to another), and shall keep a record of the road to which the car belongs, its number, marked weight and the gross weight of the car, as loaded, and shall attach to the bill of lading a certificate of his acts and doings and sign the same as a sworn weigher; but when the weights cannot be so ascertained, will be charged for at the following estimated weights:

Per 1,000 Feet.	carload to depth of 43 inches.....	24,000 Pounds
White Pine and Poplar, thoroughly sea- soned.....	3,000 lbs.	450 "
White Pine and Poplar, green.....	4,000 "	500 "
Yellow Pine, Black Walnut, Ash, sea- soned.....	4,000 "	475 "
Yellow Pine, Black Walnut, Ash, green.....	4,500 "	500 "
Yellow Pine Boards, two inches and less, seasoned and undressed.....	3,500 "	3,200 "
Yellow Pine Boards two inches and less, dressed and seasoned.....	3,000 "	3,000 "
Oak, Hickory, Elm, seasoned.....	4,000 "	4,000 "
Oak, Hickory, Elm, green.....	6,000 "	6,000 "
Flooring and Ceiling, matched and dress- ed, 1½ inches.....	2,500 "	2,500 "
Bevelled Weather Boards, dressed.....	1,500 "	1,500 "
Hoop-poles, Staves and Heading, dry, carloads, to depth of 50 inches.....	24,000 Pounds	24,000 Pounds
Hoop-poles, Staves, Heading, green.		
	Shingles, dry, per 1,000.....	450 "
	Shingles, green, per 1,000.....	500 "
	Laths, dry, per 1,000.....	475 "
	Laths, green, per 1,000.....	700 "
	Tan Bark, dry, per cord.....	2,000 "
	Tan Bark, green, per cord.....	2,600 "
	Fence Posts and Rails and Telegraph Poles, per cord.....	3,500 "
	Clay, per cubic yard.....	3,000 "
	Sand, per cubic yard.....	3,000 "
	Gravel, per cubic yard.....	3,200 "
	Stone, undressed, per cubic foot.....	160 "
	Lime, per bushel.....	80 "
	Coal, per bushel.....	80 "
	Coke, per bushel.....	40 "
	Portland Cement, per barrel.....	400 "
	Other Cements.....	300 "

WEIGHER'S CERTIFICATE.

I, , sworn weigher for the
Railroad at , do certify on oath that I this
day of weighed car No. of the
Railroad, loaded with that the gross weight was pounds;
that the marked weight of the car was pounds; that said car, while being
weighed, was disconnected (except where lumber laps) and free from all bearing of
other cars; that the scales were balanced immediately before weighing said car, and
to the best of my knowledge the weights are correct.

[Signed.]

Weigher for Railroad,

At.....

RULE 21.

In cases in which the classification of any article is lowered by a percentage, railroad companies which are allowed an increase on the Standard Tariff shall apply the increase allowed to the reduced classification; but in cases in which the classification of any article is raised by percentage, railroad companies which are allowed an increase on the Standard Tariff shall not apply said increase to the already increased classification, but only to the Standard Tariff.

RULE 22.

When any article is too bulky to put in a box car, it shall be subject to special contract.

RULE 23.

"A ton of all articles enumerated, except Scrap Iron, is 2,000 pounds. A ton of Scrap Iron is 2,240 pounds. A car load is 20,000 pounds, unless otherwise specified. For loads above 20,000 pounds, *prorate* at car load rates charged. A car load of green wood is eight cords. A car load of dry wood is nine cords. A car load of lumber (and all articles embraced in lumber) is 24,000 pounds. When lumber is loaded on two or more cars (lapped) and the total weight is greater than the aggregate of the minimum car-

Manner of
applying
percent-
age.

Bulky
shipments
subject to
special
contract.

What con-
stitutes a
car load
and also a
ton, ship-
ments of
lapped
lumber, etc

load weights for the cars used, but not greater than the aggregate marked capacity of said cars, freight shall not be charged for more than the actual weight of the lumber. But if the total weight of such shipment is less than the aggregate of the minimum weights of the cars used, the minimum (24,000 pounds) may be charged for each car required to transport the shipment.

"A car load of any article enumerated in Class P, except wood and lumber and articles included in lumber is 25,000 pounds—shippers to load and unload; *Provided*, That when a car is loaded over its marked capacity by the shipper at a flag station, the railroad companies are left free to charge for the excess at a rate that will effectually stop a practice fraught with so much danger to life and property."

RULE 24.

For rules governing demurrage and storage, see Demurrage Rules.

RULE 25.

A charge of no more than two dollars per car will be allowed for switching or transferring a car from any point on any road to any connecting road or warehouse within a space of three miles from starting point, without regard to weight or contents. Charge for switching or transferring cars when passing over two or more roads

When, in the transfer of a car between said points, it is necessary to pass over the lines of any intermediate road or roads, the maximum charge of two dollars shall be equitably divided between the roads at interest.

When a charge is made for the transfer of loaded cars between said points, no additional charge shall be made for the return of the empty cars. Empties to be return'd free.

RULE 26.

The terminal facilities of a railroad company, such as depots, side tracks, platforms, buildings, turn-tables, etc., cannot be used by another railroad company for any purpose without the consent of the owners.

Terminal facilities not to be used by other companies.

RULE 27.

All agents at depot stations within incorporate towns and cities in this State shall receive all freight offered for shipment and deliver all freights applied for, from the first of April to the first of October, between the hours of 7 o'clock a. m. and 6 o'clock p. m. and from October the first to April the first, between the hours of 7 o'clock a. m. and 5 o'clock p. m., provided that, in cities having a population of over ten thousand people, the hours shall be from 7 o'clock a. m. to 6 o'clock p. m.; with the exception of an intermission of one hour from 12 m. to 1 o'clock p. m.; on each day of the week (Sundays excepted). Nothing in this Rule shall be construed to prevent the agents from receiving or delivering freight earlier than 7 o'clock a. m. or later than 6 o'clock p. m., if they so desire.

Time for opening and closing freight depots.

RULE 28.

Railroad companies whose lines of road do not exceed ten (10) miles in length may charge from any point on the road the rates prescribed for ten (10) miles.

Short roads come within ten-mile limit.

RULE 29.

All joint rates between two or more roads not under the same management or control (excepting the maximum Joint Rates provided for in Rule 30, Circular 171) must be made only by agreement between roads at interest in such joint rate or rates, and submitted to the Commission by the initial road with a carefully prepared tariff of rates and distances, and such Joint Rates shall not go into effect without the approval of the Commission.

Joint rates made by agreement.

RULE 30.

Joint rates
shall be
sum of
locals, less
10 per cent.

On all shipments of freights not governed by Rule No. 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on such freights, less ten (10) per cent., for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination, shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate, less ten (10) per cent. for the distance such shipment is hauled.

Manner of
dividing
such rates
between
the com-
panies.

Nothing in this Rule shall be construed to prevent the total of any Joint Rate made under this Rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total Joint Rate to be charged and collected on, or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

RULE 31.

Refunding
over-
charges.

All overcharges on freight by any railroad in this State shall be settled within thirty days after demand by consignee or person paying the freight upon the agent at the delivering depot.

Whenever an overcharge on freight has been made on a shipment over two or more railroads, or any parts of two or more roads, it shall be settled by the delivering road. If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent at the regular station to which the same was billed.

RULE 32.

Railroad
companies
required to
deliver
cars to
connecting
roads.

1. Railroads shall, without delay, switch off and deliver to any connecting road of the same gauge, all cars consigned to points on or beyond such connecting roads.
2. They shall, at the terminus or intermediate point, without obstruction or delay receive from the connecting road of the same gauge, when offered, all cars consigned to any point on the road to which the same is offered, or on any connecting road, with said road to which it is destined, and to transport said cars to their destination with reasonable diligence.

Also shall
receive cars
from con-
necting
roads.

3. No railroad shall discriminate in its rates or tariffs of freight in favor of any line or route connected with it, as against any other line or route, nor when a part of its own line is sought to be run in connection with any other route, shall such railroad discriminate against such connecting line in favor of the balance of its own line, but said railroad shall have the same rates for all, and shall afford the usual and like customary facilities for the interchange of freight to patrons of each and all lines alike.

Not al-
lowed to
discrimi-
nate in
rates in
favor of
any partic-
ular line.

RULE 33.

Weighing
cars.

The railroads in this State, within thirty days from September 15th, 1893, shall cause to be weighed by a sworn weigher, all lumber and coal cars belonging to them, and have the weights marked upon said cars, and the numbers, date and weights reported to this office.

RULE 34.

The railroads of this State shall receive and receipt for shipments without delay, and shall issue duplicate freight receipts to shippers, when required, in which shall be stated the class or classes of freight shipped, and the rate charged over the road giving the receipt, and as far as practicable, shall state the rate charged over other roads over which said shipment will pass.

When the consignee presents the railroad receipt to the agent of the road that delivers said shipment, such agent shall deliver the articles shipped, upon the payment of the lawful rate upon the same.

Shall receive and receipt for shipment and issue duplicate freight receipts.

RULE 35.

Any advance in rates by railroad companies, doing business within the State of Georgia, shall not be effective until ten days' notice shall have been given to the public, and no reduction in rates by said companies shall be effective until three days' notice shall have been given to the public, in either case, by posting the proposed rates in a conspicuous place at the several stations to be affected thereby.

Notice of change in rates.

EXPLANATORY NOTES.

How to apply the Standard Tariff.

In the Commissioners' Standard Freight Tariff, for distances over 100 miles, under the class opposite the distance, if it ends in 0 (and if not, then opposite the next greater distance), will be found the rate required. For distances under 100 miles, when the mileage does not end in 0 or 5, the nearest mileage so ending shall govern the rate. EXAMPLES: To find the rate for 241 miles on a box of clothing weighing 100 pounds, opposite the word "Clothing" in the Classification is seen its class (1); in the Freight Tariff, under Class 1, opposite the next greater distance, 250 miles, is seen the rate, 75 cents; if for 42 miles, the rate for 40 miles would apply; if for 43 miles, the rate for 45 miles would apply.

2. CHARACTERS.

Definition of terms.

- 1 represents First Class.
- 2 represents Second Class.
- 3 represents Third Class.
- 4 represents Fourth Class.
- 5 represents Fifth Class.
- 6 represents Sixth Class.
- 1½ represents 1½ times First Class.
- D 1 represents Double First Class.
- 3 T 1 represents Three Times First Class.

- 4 T 1 represents Four Times First Class.
- A, B, C, D, E, F and H, &c., represent Classes A, B, C, D, E, F and H, &c., respectively.
- L. C. L. represents Less than Car Load.
- C. L. represents Car Load.
- N. O. S. represents Not Otherwise Specified.
- C. R. represents Carrier's Risk.
- O. R. represents Owner's Risk.

3. Articles not enumerated will be classed with similar or analogous articles.

4. To ascertain the rates allowed any company or any class, apply the PERCENTAGE indicated. For instance: The percentage allowed the Central Railroad on First Class for 50 miles is 25 per cent., which would be as follows: First Class rate, 30 cents per 100 lbs., 25 per cent. added (7½ cents), equal 38 cents per 100 lbs., which is the rate allowed for 50 miles.

RULE FOR COMPUTING FRACTIONS.

Rules for computing fractions when applied to standard Tariff.

5. When any rate in any Class in the Standard Tariff is raised or lowered by a per cent. the following rules must be observed:

~~FIRST.~~—If the rate thus raised or lowered is in either of Classes C, D, F, G, J, K, or any other Class in which fractions appear, the fraction of a half cent must be retained, as the following examples will indicate:

Ex. 1.—Standard Rate..... 6.5
25 per cent. added... 1.6

Total 8.1 from which deduct fraction, leaving desired rate of 8 cents.

Ex. 2.—Standard Rate..... 9.5
20 per cent. added... 1.9

Total 11.4 Substituting .5 for the fraction, the desired rate is 11.5 cents.

Ex. 3.—Standard Rate..... 8
20 per cent. added... 1.6

Total 9.6 Substituting .5 for the fraction, the desired rate is 9.5 cents.

Ex. 4.—Standard Rate..... 5.5
25 per cent. added... 1.3

Total 6.8 Adding a unit instead of a fraction, the desired rate is 7 cents.

SECOND.—If the rate thus raised or lowered be in any other Class than those already mentioned, omit fractions of less than half a cent and estimate half a cent or more as one cent.

Thus: Ex. 1.—Standard Rate..... 17.
20 per cent. added... 3.4

Total 20.4 Deducting the fraction, the desired rate is 20 cents.

Ex. 2.—Standard Rate..... 18.
20 per cent. added... 3.6

Total 21.6 Estimating the fraction as a unit, the desired rate is 22 cents.

THIRD.—In making reductions, observe the same manner of placing figures before deducting the percentage.

6. Narrow gauge railroads, in fixing rates on all freights where a rate per car load is given, will count 15,000 pounds for a car load, and estimate their charge *pro rata* with rate allowed on standard gauge.

7. On shipments of brick and lumber, passing between standard gauge railroads and narrow gauge railroads, under the same management, no more than Class P will be allowed to be charged, provided, however, that a charge of three dollars per standard gauge car of 30,000 pounds or over, may be made to cover the cost of transfer.

Shipments from narrow gauge roads to broad gauge roads, under like conditions, will be allowed a transfer charge, subject to note six of the "Explanatory Notes" of this Commission.

8. Wherever, in the Commissioner's Classification, articles are designated as "without percentage," said articles shall take no higher rate than is prescribed by the Standard Tariff, irrespective of percentages specifically allowed certain roads on the classes in which said articles are classed; and the same shall remain in effect until expressly repealed by Circular.

9. In cases where the roads at interest have no agreement for the division of a joint rate on a shipment subject to Rule No. 30, no road shall receive as its proportion of such rate a greater amount than its local rate, less ten per cent. In other words, no railroad participating in a joint rate in this State shall take advantage of reductions made by other lines interested by assessing its full local rate, but must deduct ten per cent. from its local, as in other cases.

RULES GOVERNING ERECTION AND LOCATION OF DEPOTS, ETC.

FIRST.—No station or agency now, or which may be hereafter, established upon the line of any railroad in this State shall be discontinued or abolished by the authorities of any such railroad without first obtaining the consent of this Commission thereto.

No change in depots or agencies without the consent of the Commission.

SECOND.—Application for the location of depots and the construction of depot buildings must be filed in the Railroad Commission office, with all information needed for a full and proper understanding of all interests to be affected thereby.

Applications must be accompanied by full information.

THIRD.—A correct profile of the ground upon which it is proposed to locate said depot, with grades, curves, cuts, fills, trestles and bridges on said railroad extending for not less than one mile each side of said proposed location; also, facts must be given as to other roads, if any, proposing to occupy same or contiguous depot grounds. Also, evidence showing number of population, probable tonnage and passengers to be accommodated by said location or buildings, and also distance from nearest stations on said road. All said information to be given correctly and as full as practicable, so that the Commissioners may intelligently comply with the law making it their duty to "require the location of such depots and the establishing of such freight and passenger buildings as the condition of the roads, the safety of freights and the public comfort and convenience may require."

Correct profiles of grades, etc., number of passengers, amount of business, etc., required.

Rules and Regulations Governing the Transportation of Live Stock.

Manner of ascertaining rating of Live Stock. The weights given below are estimated, and not actual. They are used simply to get the rating on live stock in the absence of actual weights, and the classification, tariff, etc., apply thereto the same as to actual weights.

Estimated weight of Live Stock.	EACH.		EACH.
	One Horse, Mule or Horned Animal	2,000 lbs.	
	Two Horses, Mules or Horned Animals	3,500 lbs.	Cow and calf, together (for both) 2,500 lbs.
	Each additional Horse, Mule or Horned Animal	1,000 lbs.	Cattle, under one year old, except Bulls..... 1,000 lbs.
	Stallions, Jacks and Bulls	3,000 lbs.	Calves and Sheep..... 175 lbs.
	Mare and Foal, together (for both)	2,500 lbs.	Calves and Sheep in lots of 5 or more 150 lbs.
	Colts, under 1 year old, except Stallions	1,000 lbs.	Lambs 100 lbs.
	Shetland Ponies, any age	1,000 lbs.	Lambs in lots of 5 or more 75 lbs.

Maximum valuations. The rates on Live Stock as given in this Tariff are based on the following maximum valuations:

Horses and Mules not over.....	\$120 00 each.
Horned Cattle not over.....	50 00 each.
Stallions, Jacks and Bulls not over.....	150 00 each.
Fat Hogs and Fat Calves not over.....	15 00 each.
Lambs, Stock Hogs, Stock Calves not over.....	5 00 each.

Race Horses, Stallions, Jacks, Bulls, and other high priced animals, when shippers are not willing to have the same transported at above valuations, will be taken only at the following rates on valuation given:

Value from \$150 00 to \$ 400 00 add to regular rate 30 per cent.
Value from 400 00 to 600 00 add to regular rate 50 per cent.
Value from 600 00 to 800 00 add to regular rate 60 per cent.
Value from 800 00 to 1,000 00 add to regular rate 100 per cent.

Over \$1,000 subject to special rate by contract.

Live Stock will be taken at the released or owners' risk rate only when contract is executed by shipper and Station Agent.

Mixed shipments. Mixed shipment of Cattle, Hogs, Lambs, etc., will be taken in car loads at car load rates for cattle, but carrier will be released from damage to animals caused by their own acts, or to each other, and from escape, if not haltered, suffocation, exhaustion from heat or cold.

Hogs, Sheep, Lambs, Calves, and other small animals, boxed; taken at actual weight but no single shipment of live stock to be charged for at less than 100 lbs.

The word "calves" used in these Rules and Regulations applies only to calves under nine months old; and the words "Yearling Cattle" to cattle over nine months and under eighteen months old.

Pigs, Hogs, Calves, etc., boxed, crated, or in portable pens, taken at actual weight carrier's risk, 1st class; owner's risk, 2d class.

In no case shall the charge for less than a car load of Live Stock exceed the charge for a car load.

Shippers will be expected to feed, water and care for Stock at their own expense. When food is furnished by Carrier, a charge will be made for the same and collected from Consignee. Shippers to feed and water stock.

One, two or three cars of Live Stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the Stock, to care for the same. Four to seven cars inclusive, belonging to one owner, two men in charge; and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment. Cars to be accompanied with attendants free.

Return transportation not given to owners, agents or attendants.

Estimated Weights of Canned Goods.

Fish, Fruit, Vegetables and Oysters, N. O. S., boxed:			
2½ pounds,	2	doz. cans per case, 60 pounds.	
1½ "	4	"	70 "
1½ " flat,	2	"	36 "
1 "	2	"	22 "
1 "	4	"	42 "
2 "	2	"	42 "
3 "	2	"	65 "
6 "	1	"	65 "
1 gallon can,	½	"	45 "
1 " "	1	"	90 "
Tall 1 pound cans,	2	"	24 "
" 2 "	2	"	50 "
" 1 "	4	"	46 "

DEMURRAGE RULES.

RULE 1.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon; and when goods or freight of any kind in car-load quantities arrive, said notice must contain letters or initials of the car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall, in any case, be allowed unless legal notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company.

RULE 2.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time begins at ten o'clock a. m. on the day after such notice has been given. Constructive notice referred to consists of *posting notice by mail to the consignee*. Where this mode of giving notice is adopted there shall be twenty-four (24) hours additional free time to be added to the forty-eight (48) hours prescribed in Rules 3 and 4, to be computed from day after notice was mailed; provided, however, that if, in any case, where notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE 3.

Charge on package freight after expiration of limit. All package freight unloaded in depot or warehouse which is not removed by the owners thereof from the custody of the railroad company within forty-eight (48) hours (not including Sundays or legal holidays), computed from ten o'clock a. m. of the day following the day of legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than car-load quantities, not more than one cent per one hundred pounds per day.

In car-load quantities, not more than ten (10) cents per ton of two thousand (2,000) pounds per day.

RULE 4.

Demurrage on loaded cars, how assessable. Loaded cars, which by Rule 13 of the Commission, or by consent and agreement between the railroad and consignee, that are to be unloaded by consignee, such as bulk meat, bulk grain, hay, cottonseed, lumber, lime, coal, coke, sand, brick, stone and wood, and all cars taking track delivery, which are not unloaded from the cars containing same within forty-eight (48) hours (not including Sundays or legal holidays), computed from ten o'clock a. m. of the day following the day legal notice of arrival is given, and the car or cars are placed accessible for unloading, may be subject thereafter to a charge of demurrage of one dollar per car for each day or fraction of a day that said car or cars remain loaded in the possession of the railroad company; it being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct the unloading of the same, the consignee shall not be chargeable with the delay caused thereby; provided, further, that when any consignee shall receive four or more cars during any one day loaded with lumber, laths, shingles, wood, coal, coke, lime, ore, sand or bricks, and all cars taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of seventy-eight (78) hours.

RULE 5.

Shipments to consignors or order. When consignors ship goods consigned to themselves or order, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receive the same or not.

RULE 5 "A."

Freight refused by consignees. Where the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery may give to the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give direction for the reshipment or unloading of such goods he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight or like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same, except upon payment of all charges for demurrage which would otherwise have accrued.

RULE 6.

A consignee living more than five miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of ordinary diligence.

Consignees more than five miles from depot.

RULE 7.

Railroad companies are authorized to store such property in public warehouses at the expense of owner, if same is not removed before demurrage charges attach.

Authority to store property.

RULE 8.

When any railroad company fails to deliver freights at the depot or to place loaded cars at an accessible place for unloading within forty-eight (48) hours (not including Sundays or legal holidays), computed from ten o'clock a. m. the day after the arrival of the same, the shipper or consignee shall be paid one dollar per day for each day said delivery is so delayed.

Shipper to be paid when road fails to deliver within limit of time.

RULE 9.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no weather demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE 10.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed.

No discrimination in charges allowed between persons or

If demurrage is collected by a railroad company at one point on its line, it must collect at all places on its line of those liable under the rules of this commission: Provided, That this rule shall not apply to package freight received in less than carload lots and unloaded in depots and warehouses. Provided, further, That the Commission shall hear and grant applications to suspend the operation of this rule whenever justice shall demand this course.

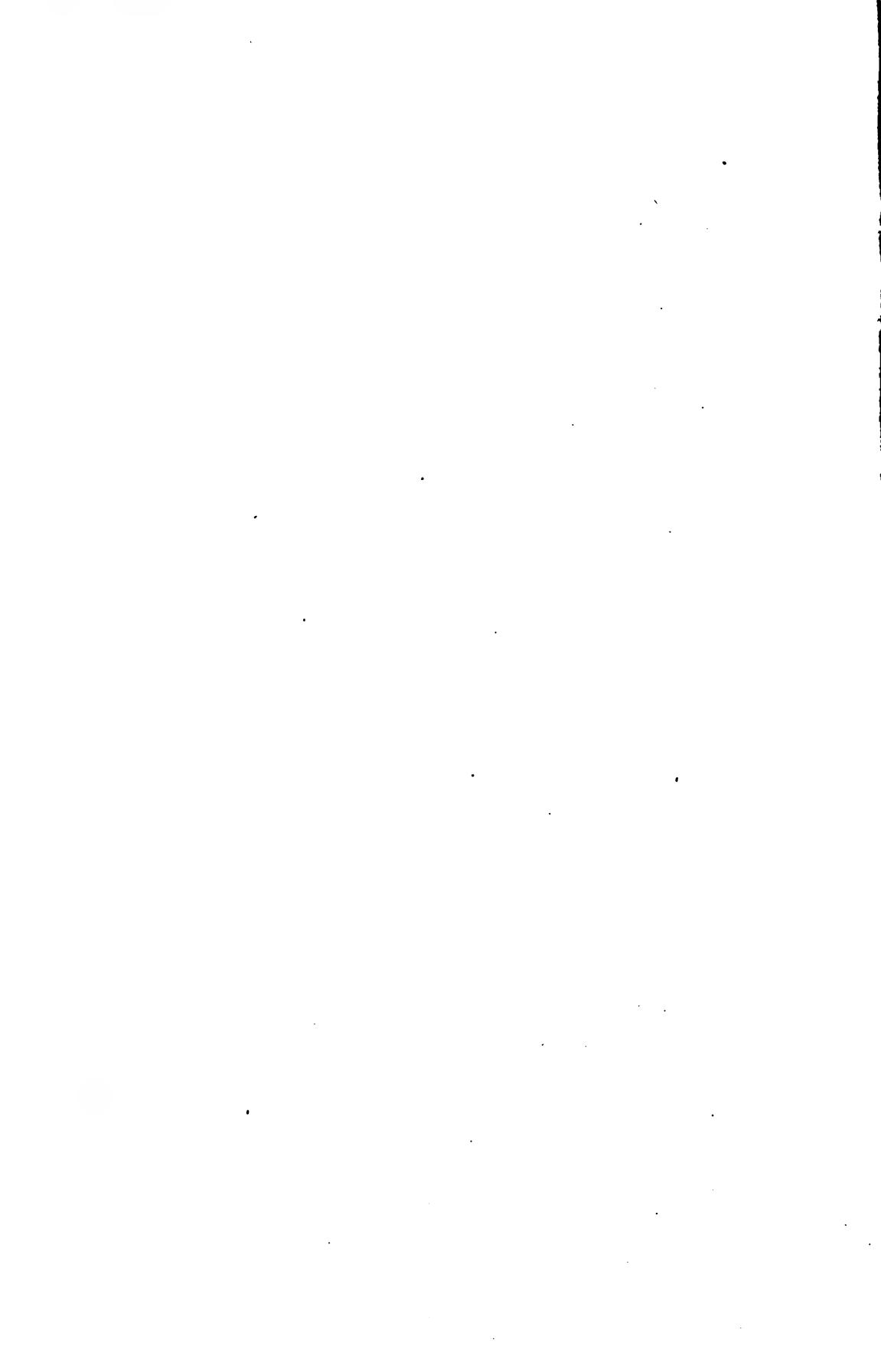
RULE 11.

Cars detained or held for want of proper shipping instructions or by reason of improper or excessive loading (where loading is done by shipper) shall be subject to a demurrage charge of one dollar per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are properly loaded and shipping instructions given, the railroad agent must immediately issue bills of lading therefor; and if said car or cars are detained or held, and not carried forward within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar per car for each day or fraction of a day that said car or cars are thus detained or held.

Improper directions and excessive loading. Cars must be promptly forwarded.

RULE 12.

No other charges shall be made for storage or demurrage except as provided in the foregoing rules.



FREIGHT TARIFF CLASSES

....AND....

CLASSIFIED LIST OF RAILROADS IN GEORGIA.

FREIGHT TARIFF CLASSES,—PERCENTAGES.

Each Company doing business as a common carrier in this State is allowed to apply the Standard Freight Tariff, subject to the conditions of the Tariff Class below in which such Company is placed.

CLASS NO. 1.

The Standard Tariff, without percentage.

CLASS NO. 2.

To Classes 1, 2, 3, 4, 5, 6, A, B, E, G, H, K, L, M, N, O, and R add ten per cent. to Commissioners' Standard Tariff.

To Classes C, D, F, J, and P apply the Commissioners' Standard Tariff.

CLASS NO. 3.

On Classes 1, 2, 3, 4, 5, 6, A, E, G, H, L*, N, O, the Standard Tariff with twenty per cent. added.

On Classes B, K, M, R, the Standard Tariff with ten per cent. added.

On Classes C, D, F, J, and P, the Standard Tariff without percentage.

*On Lime and Ice, the Standard Tariff with ten per cent. added.

CLASS NO. 4.

On Classes 1, 2, 3, 4, 5, 6, A, E, G, H, L*, N, O, the Standard Tariff with twenty-five per cent. added.

On B, K, M, R, the Standard Tariff with ten per cent. added.

On Classes C, D, F, J, and P, the Standard Tariff without percentage.

*On Lime and Ice, Class L, with ten per cent. added.

CLASS NO. 5.

Add twenty-five per cent. to all Classes except C, D, F, J, and P.

CLASS NO. 6.

On Classes 1, 2, 3, 4, 5, 6, A, B, E, G, H, K, L*, M*, N, O, and R*: For 40 miles and under, the Standard Tariff with fifty per cent. added; for 70 miles and over 40 miles, the Standard Tariff with forty per cent. added; for 100 miles and over 70 miles, the Standard Tariff with thirty per cent. added; over 100 miles, the Standard Tariff with twenty per cent. added.

On Classes C, D, F, J, and P, the Standard Tariff without percentage.

*On Lime and Ice, the Standard Tariff with ten per cent. added.

CLASS NO. 7.

On Classes 1, 2, 3, 4, 5, 6, A, B, E, H, and K, Commissioners' Standard Tariff with fifty per cent. added.

On Classes C, D, F, G, J, L, M, N, O, and R, Commissioners' Standard Tariff with twenty-five per cent. added.

On Class P, Commissioners' Standard Tariff.

CLASSIFIED LIST OF RAILROADS IN GEORGIA.

For Freight Tariffs, See Corresponding Numbers on Opposite page.

Class No. 1. (No. of Roads, 4.)

Alabama Great Southern.	Lexington Terminal.
Georgia Railroad.	Western and Atlantic.

Class No. 2. (No. of Roads, 1.)

Atlanta and West Point.

Class No. 3. (No. of Roads, 3.)

Douglas and McDonald.	Plant System (all lines).
Florida Central and Peninsular.	

Class No. 4. (No. of Roads, 11.)

Central System (all lines except Savannah and Atlantic).	Hartwell.
Chattanooga, Rome and Southern.	Lawrenceville.
East and West.	Northeastern of Georgia.
Georgia and Alabama.	Seaboard Air Line.
Georgia Southern and Florida.	Southern Railway System (all lines).
	Wrightsville and Tennille.

Class No. 5. (No. of Roads, 4.)

*Atlanta, Knoxville and Northern.	Smithonia and Dunlap.
Gainesville, Jefferson and Southern.	Talbotton.

Class No. 6. (No. of Roads, 33.)

Albany and Northern.	Macon and Birmingham.
Atlantic, Valdosta and Western.	Macon, Dublin & Savannah.
Augusta Southern.	Midville, Swainsboro and Red Bluff.
Bruton and Pineora.	Millen and Southwestern.
Charleston and Western Carolina.	Oconee and Western.
Chattanooga Southern.	Sandersville.
Chattanooga and Durham.	Savannah and Statesboro.
City and Suburban.	South Brunswick.
Collins and Reidsville.	South Georgia.
Darien and Western.	Sparks, Moultrie and Gulf.
Dooly Southern.	Stillmore Air-Line.
Floydville and Indian Springs.	Tallulah Falls.
Foy Railroad.	Tifton and Northeastern.
Georgia Northern.	Valdosta Southern.
Georgia Pine Railway.	Wadley and Mt. Vernon.
Hawkinsville and Florida Southern.	Waycross Air-Line.
Louisville and Wadley.	

Class No. 7. (No. of Roads, 2.)

Dover and Statesboro.	Sylvana.
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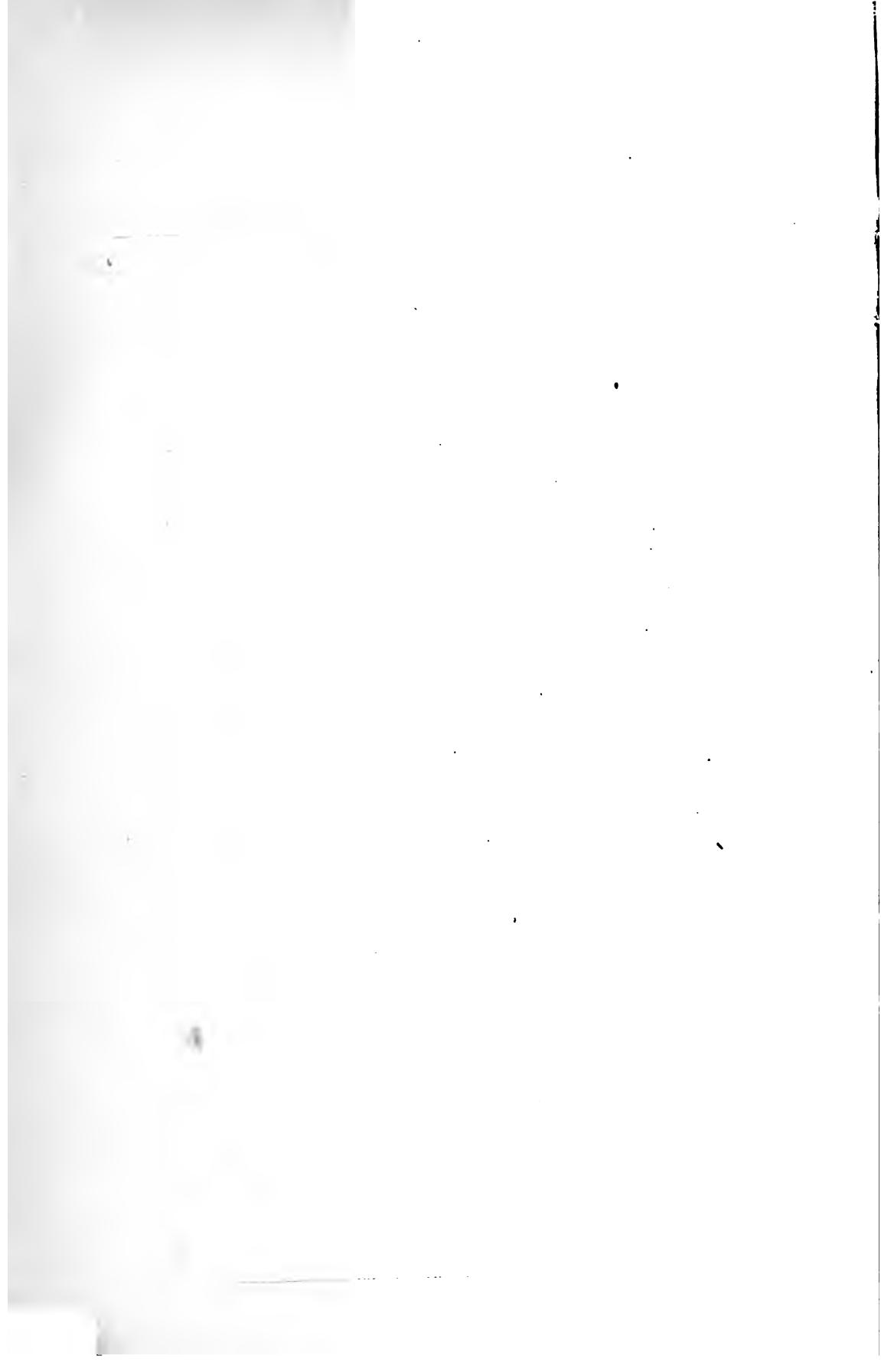
*On Stone, Granite and Marble blocks, including Monuments, rough or dressed or finished, unlettered, valuation limited to 20 cents per cubic foot, C. L., Class P, with 25 per cent. added. On same L. C. L., 1/2 of 6. All subject to Rule No. 30.

STANDARD FREIGHT TARIFF--CLASSES.

DISTANCE.	PER 100 POUNDS.												Per Bbl.	Per 100 Lbs.	Per 100 Lbs.	
	1	2	3	4	5	6	A	B	C	D	E	F	G			
MILES.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
5	12	11	10	8	7	6	6	6	4 $\frac{1}{2}$	3 $\frac{1}{2}$	7	9	2 $\frac{1}{2}$	8		
10	16	14	13	10	9	8	8	8	5 $\frac{1}{2}$	5	9	11 $\frac{1}{2}$	3 $\frac{1}{2}$	10		
15	18	16	15	12	11	9	9	9	6	5 $\frac{1}{2}$	11	12 $\frac{1}{2}$	3 $\frac{1}{2}$	12		
20	20	18	16	14	12	10	10	10	7	6	12	14	5	14		
25	22	20	18	16	13	11	11	11	7 $\frac{1}{2}$	6 $\frac{1}{2}$	13	15	5 $\frac{1}{2}$	16		
30	24	21	19	17	14	11	11	11	7 $\frac{1}{2}$	6 $\frac{1}{2}$	14	15	6	17		
35	26	23	21	19	15	12	12	12	8	7 $\frac{1}{2}$	15	16 $\frac{1}{2}$	6 $\frac{1}{2}$	19		
40	27	24	22	20	16	12	12	12	8	7 $\frac{1}{2}$	16	16 $\frac{1}{2}$	6 $\frac{1}{2}$	20		
45	29	26	24	21	17	13	13	13	8 $\frac{1}{2}$	8	17	17 $\frac{1}{2}$	6 $\frac{1}{2}$	21		
50	30	27	25	22	18	13	13	13	8 $\frac{1}{2}$	8	18	17 $\frac{1}{2}$	7	22		
55	32	29	26	23	19	14	14	14	9	8 $\frac{1}{2}$	19	18	7	23		
60	33	30	27	24	19	14	14	14	9	8 $\frac{1}{2}$	19	18	7 $\frac{1}{2}$	24		
65	35	32	28	25	20	15	15	15	9 $\frac{1}{2}$	9	20	19	7 $\frac{1}{2}$	25		
70	36	33	29	26	20	15	15	15	9 $\frac{1}{2}$	9	20	19	7 $\frac{1}{2}$	26		
75	38	35	30	27	21	16	16	16	10	9 $\frac{1}{2}$	21	20	7 $\frac{1}{2}$	27		
80	39	36	31	28	21	16	16	16	10	9 $\frac{1}{2}$	21	20	7 $\frac{1}{2}$	28		
85	41	37	32	29	22	17	17	17	11	10	22	21 $\frac{1}{2}$	7 $\frac{1}{2}$	29		
90	42	38	33	29	22	17	17	17	11	10	22	21 $\frac{1}{2}$	8	29		
95	44	39	34	30	23	18	18	18	11 $\frac{1}{2}$	11	23	23	8	30		
100	45	40	35	30	23	18	18	18	11 $\frac{1}{2}$	11	23	23	8 $\frac{1}{2}$	30		
110	48	42	37	31	24	19	19	19	12	11	24	23	8 $\frac{1}{2}$	31		
120	51	44	39	32	25	20	20	20	13	12	25	24	8 $\frac{1}{2}$	32		
130	54	46	41	33	26	21	21	21	13	12	26	25	8 $\frac{1}{2}$	33		
140	57	48	43	34	27	22	22	22	13	13	27	26	9	34		
150	60	50	45	35	28	23	23	23	14	13	28	28	9	35		
160	62	52	46	36	29	24	24	24	14	13	29	29	9 $\frac{1}{2}$	36		
170	64	54	47	37	30	25	25	25	15	14	30	31	9 $\frac{1}{2}$	37		
180	66	56	48	38	31	26	26	26	15	14	31	31	9 $\frac{1}{2}$	38		
190	68	58	49	39	32	27	27	27	16	15	32	33	9 $\frac{1}{2}$	39		
200	70	60	50	40	32	27	27	27	16	15 $\frac{1}{2}$	32	33	9 $\frac{1}{2}$	40		
210	71	62	51	41	33	28	28	28	17	16	33	34	9 $\frac{1}{2}$	41		
220	72	64	52	42	33	28	28	28	17	16	33	34	10	42		
230	73	66	53	43	34	29	29	29	18	17	34	36	10 $\frac{1}{2}$	43		
240	74	68	54	44	34	29	29	29	18	17	34	34	10 $\frac{1}{2}$	44		
250	75	70	55	45	35	30	30	30	19	18	35	38	10 $\frac{1}{2}$	45		
260	76	71	56	46	35	30	30	30	19	18	35	38	10 $\frac{1}{2}$	46		
270	77	71	56	46	36	31	31	31	20	19	36	40	10 $\frac{1}{2}$	46		
280	78	72	57	47	36	32	32	32	20	19	36	40	10 $\frac{1}{2}$	47		
290	79	72	57	47	37	32	32	32	21	19	37	42	10 $\frac{1}{2}$	47		
300	80	73	58	48	38	33	33	33	21	19	38	42	11	48		
310	81	73	58	48	38	33	33	33	21	19	38	42	11	48		
320	82	74	59	49	39	34	34	34	21	20	39	42	11	49		
330	83	74	59	49	39	34	34	34	22	20	39	44	11	49		
340	84	74	59	49	39	34	34	34	22	20	39	44	11	49		
350	85	75	60	50	40	35	35	35	23	21	40	46	11	50		
360	85	75	60	50	40	35	35	35	23	21	40	46	11 $\frac{1}{2}$	50		
370	85	75	60	50	40	35	35	35	23	21	40	46	11 $\frac{1}{2}$	50		
380	88	76	61	51	41	36	36	36	25	23	41	50	11 $\frac{1}{2}$	52		
390	88	76	61	51	41	36	36	36	25	23	41	50	11 $\frac{1}{2}$	52		
400	88	76	61	51	41	36	36	36	25	23	41	50	11 $\frac{1}{2}$	52		
410	91	77	62	52	42	37	37	37	26	24	42	52	11 $\frac{1}{2}$	54		
420	91	77	62	52	42	37	37	37	26	24	42	52	11 $\frac{1}{2}$	54		
430	91	77	62	52	42	37	37	37	26	24	43	52	11 $\frac{1}{2}$	54		
440	94	78	63	53	43	38	38	38	27	25	43	54	11 $\frac{1}{2}$	56		
450	94	78	63	53	43	38	38	38	27	25	43	54	11 $\frac{1}{2}$	56		
460	94	78	63	53	43	38	38	38	27	25	43	54	12	58		

STANDARD FREIGHT TARIFF--CLASSES.

Dis-tance MILES	Per 100 Pounds.		Per Ton.		Per Car Load.			Per 100 lbs
	J	K	L	M	N	O	P	R
	Cts.	Cts.	\$	Cts.	\$	Cts.	\$	Cts.
5	8	4	35	55	5 00	5 50	4 00	4
10	10	5	50	80	6 50	8 00	5 00	5
15	12	5½	55	85	7 50	9 00	6 00	5½
20	13	6	60	90	8 00	10 00	7 00	6
25	14	6½	65	95	9 00	11 00	8 00	6½
30	15	7	70	1 00	10 00	11 00	8 00	7
35	16	7½	75	1 05	12 00	12 00	9 00	7½
40	17	8	80	1 10	13 00	12 00	9 00	8
45	18	8	85	1 15	14 00	13 00	10 00	8½
50	19	8	90	1 20	14 00	13 00	10 00	9
55	20	8	95	1 25	14 00	14 00	10 00	9
60	21	9	95	1 30	14 50	14 00	11 00	10
65	22	9	1 00	1 35	15 50	15 00	11 00	10
70	22	9	1 00	1 40	16 00	15 00	11 00	11
75	23	9½	1 05	1 45	16 50	16 00	12 00	11
80	23	9½	1 10	1 50	17 00	16 00	12 00	12
85	24	9½	1 15	1 55	17 50	17 00	13 00	12
90	24	9½	1 15	1 60	18 00	17 00	13 00	13
95	25	10	1 20	1 65	19 00	17 00	14 00	14
100	25	10	1 20	1 70	20 00	17 00	14 00	14
110	26	10	1 25	1 80	21 00	18 00	14 00	15
120	27	10½	1 30	1 90	23 00	18 00	15 00	16
130	28	10½	1 35	2 00	24 00	19 00	16 00	17
140	29	11	1 40	2 10	25 00	19 00	16 00	18
150	30	11	1 50	2 20	26 00	20 00	17 00	18
160	31	12	1 60	2 25	27 00	20 00	17 00	19
170	32	12	1 70	2 30	28 00	21 00	18 00	19
180	33	12	1 80	2 35	29 00	21 00	19 00	20
190	34	13	1 90	2 40	29 50	22 00	19 00	20
200	35	13	2 00	2 45	30 00	22 00	20 00	20
210	36	13	2 10	2 50	31 00	23 00	20 00	21
220	37	14	2 20	2 55	31 50	23 00	21 00	21
230	38	14	2 30	2 65	32 00	23 00	21 00	21
240	39	14	2 40	2 65	33 00	24 00	22 00	22
250	40	15	2 50	2 75	33 50	24 00	22 00	22
260	41	15	2 60	2 75	34 00	24 00	22 00	22
270	42	15	2 70	2 85	34 50	25 00	23 00	22
280	43	16	2 80	2 85	35 00	25 00	23 00	23
290	44	16	2 90	2 95	36 00	25 00	24 00	23
300	45	16	2 95	3 00	36 50	26 00	24 00	23
310	46	17	3 05	3 10	37 00	26 00	24 00	23
320	47	17	3 05	3 20	38 00	26 00	24 00	24
330	48	17	3 15	3 30	38 50	27 00	25 00	24
340	49	17	3 15	3 40	39 00	27 00	25 00	24
350	50	17	3 28	3 50	40 00	27 00	25 00	24
360	51	17	3 28	3 50	40 00	27 00	25 00	24
370	52	17	3 28	3 50	40 00	27 00	25 00	24
380	53	18	3 41	3 60	41 00	29 00	27 00	26
390	54	18	3 41	3 60	42 00	29 00	27 00	26
400	55	18	3 41	3 60	42 00	29 00	27 00	26
410	56	19	3 54	3 70	44 00	31 00	29 00	28
420	57	19	3 54	3 70	44 00	31 00	29 00	28
430	58	19	3 54	3 70	44 00	31 00	29 00	28
440	59	20	3 67	3 80	46 00	33 00	31 00	30
450	59	20	3 67	3 80	46 00	33 00	31 00	30
460	60	20	3 67	3 80	46 00	33 00	31 00	30



CLASSIFICATION OF THE

.... Railroad Commission of Georgia.

Supersedes Classification Contained in 25th Report and all Amendments Thereof.

	C. R.	O. R.		C. R.	O. R.
Agricultural Implements, C.L. (not less than 20,000 pounds, owners to load and unload)..	4	6	Incubators, L. C. L., K. D. and packed or crated.....	1	
Cleaners, Cotton Seed.....	1	1	Same, min. C. L. weight 15,000 lbs.....	8	
Cradles, Grain, set up	3	T 1	Hullers, Cotton Seed and Clover.....	1	
Cradles, Grain, K. D., in bundles or boxed.....	1	2	Knives, Hay, packed	2	
Crushers, Corn or Cob	3	4	Machines, Hemp	1	2
Cultivators, K. D., packed....	1	2	Machines, Smut	3	
Cultivators, set up	3	T 1	Machines, N.O.S. SeeMachines		
Cutters, Ensilage, Straw and Hay, set up	1	1	Machines, Mowing and Reaping, Binders and Harvesters, whether combined or separate, K. D., L. C. L....	2	4
Cutters, Ensilage, Straw and Hay, K. D., and packed.....	3		and partly boxed, C. L. 20,000 pounds	4	6
Distributors, Guano, set up...	1	1	Machines, Mowing and Reaping, Binders and Harvesters, whether combined or separate, set up	1	1
Distributors, Guano, K. D.....	2		Mattocks, packed.....	5	
Drills, Grain, set up	1	1	Mattocks, in bundles.....	3	
Drills, Grain, K. D., packed..	2		Purifiers, Middlings	3	
Dusters, Bran, set up	3	T 1	T 1	D 1	
Dusters, Bran, K. D., packed..	2		Mills, Burr stone, Portable....	3	
Elevators, Hay.....	1		Mills, Cider.....	4	
Evaporators, Fruit.....	1	1	Mills, Corn, and Hominy.....	3	4
Evaporators, Sugar	D 1	1	Mills, Cotton Seed.....	2	
Fans, Grain, see Mills, Fanning.			Mills, Cane and Sorghum ..	5	
Feeders and Condensers Cot-ton Gin.....	2	3	Mills, Fanning, set up.....	3	1
Forks, Hay and Manure.....	3		Mills, Fanning, K. D.....	1	1
Furnaces, Evaporator.....	1		Mills, with Trains, Sugar ..	3	D 1
Gins, Cotton.....	2	3	Mills, N. O. S.	2	
Guano Horns, tin, N.O.S.....	D 1		Mowing and Reaping Ma-chines, Binders and Har-vesters, whether combined or separate, K. D., L. C. L.		
Guano Horns, tin, crated			and partly boxed, C. L., 20,000 pounds.....	2	4
Harrows and Harrow Frames.	3	4	Mowing and Reaping Ma-chines, Binders and Har-vesters, whether combined or separate, set up	4	6
Harrow teeth, packed.....	4		Mowers, Lawn.....	1	
Hay Caps.....	3				
Hoes, in bundles	3				
Hoes, without handles, in barrels or casks.....	4				
Horse Powers, K. D.....	2	3			
Horse Powers, Railroad or Endless Chain.....	1				

CLASSIFICATION OF THE

C. R.	O. R.	C. R.	O. R.
Pans, Sugar, Same as Evaporators, Sugar		Ammonia, Sulphate of, same as Fertilizers.	
Planters, Corn and Cotton, K. D., in bundles or boxes.....	2 3	Ammonia Waters.....	5
Planters, Corn and Cotton, set up	1 1	Ammonia Water Casks. Returned empty.....	6
Plow Handles and other Wood, in shape for Implements, boxed, crated or bundled..	4 5	Ammunition, N. O. S.....	1
Plow Irons and Mold Boards, over 20-pounds each	4	Anchors	5
Plow Plates, Points, Wings, Castings and Steel, same as Bar Iron.		Antimony, Crude.....	3
Plows, Gang and Sulky.....	3 T 1	Antimony, Metal	4
Plows, set up, N. O. S.....	1 2	Anvils	5
Plows, N. O. S., K. D.....	4	Apples, green. See Fruit.	
Presses, Cider.....	4	Apples, dried. See Fruit, dried.	
Presses, Hay and Cotton, set up	D 1	Apple Butter. See Butter.....	
Presses, Hay and Cotton, K. D	4 5	Argols, in boxes, bbls. or casks	4
Presses N. O. S	2	Arsenic, crude, in kegs, boxes or barrels.....	3
Pruners, Tree, in bundles.....	1	Asbestos, in boxes, kegs, bags or bales, L. C. L.....	2
Rakes, Hand, in bundles	3	Asbestos, in barrels or casks, L. C. L.....	6
Rakes, Horse, set up.....	D 1 1 1	Asbestos, in bbls. or casks, C. L.....	L
Rakes, Horse, K. D.....	1	Asbestos Cement, L. C. L.....	4
Rollers, Field and Road.....	3 5	Asbestos Cement, C. L.....	L
Rollers, Sugar.....	3 5	Asbestos Ore, L. C. L	4
Scrapers, Road and Pond.....	3 4	Asbestos Ore, C. L	L
Scythes, in bundles	1	Asbestos Packing, in rolls or cases, L. C. L	3
Scythes, in boxes	2	Asbestos Packing, C. L	6
Snaths, Scythe	1 2	Asbestos Roofing, in rolls or cases, L. C. L.....	4
Separators, same as Threshers.		Asbestos, Roofing C. L	L
Shellers, corn.....	1 2	Ashes and Meal, Cotton Seed. See Cotton Seed.	
Shovels and Spades, in bundles	3	Ashes, Wood	B
Spreaders, Manure, set up	1 1	Asphaltum, packed, L. C. L.....	6
Spreaders, Manure, K. D., boxed	2	Asphaltum, C. L.....	A
Threshers	1	Axes	5
Trains, Sugar	3 T 1	Axes and Wheels, Car. See Iron Bar, Band, etc.....	
Wheelbarrows, Iron	3	Axes, Carriage and Wagon. See Iron Bar, Band, etc.	
Wheelbarrows, Railroad	1 1	Axle Grease. See Grease.	
Wheelbarrows, Wood, set up.	D 1		
Wheelbarrows, Wood, K. D. and packed or bundled.....			
A			
Accoutrements, Military	1	Babbitt Metal	4
Acids, N. O. S	D 1	Bacon. See Meats.	1
Acids, Carbolic	3 4	Baggage, Army	1
Acids, Dry	3	Baggage, Personal Effects in Trunks	1
Acids, Muriate and Sulphuric, in carboys, boxed, L. C. L..	D 1 2	Bagging, in rolls or bales, N. O. S.....	B
Acids, Muriatic and Sulphuric, in carboys, boxed, C. L.....	2 4	Bagging, Oil Press.....	
Acid, Sulphuric, in iron casks ..	3 6	Bags, Burlap	6
Acid, Sulphuric, in tank cars..		Bags, Cotton, for Flour.....	6
Alcohol, same as Liquor.....		Bags, Gunny	6
Ale, see Beer.		Bags, Paper	6
Almanacs and Trade Circulars, same as Printed Matter		Bags, Traveling	1
Alum, in barrels or casks	6	Baking Powders. See Powder.	
Alum, N. O. S	4	Bale Rope	5
		Balusters. See Wood-Work	
		Bananas. See Oranges, etc., under Fruit.	

	C. R.	O. R.		C. R.	O. R.
Band and Hat Boxes. See Boxes.			lbs., eighth bbl. 50 lbs. L.C.L.	2	4
Barilla	3		Beer and Ale in wood, estimated weights as above, C. L...	4	E
Bark, Ground, in bags or bbls., N. O. S.	5		Beer, Ale and Minerals, bbls., half bbls. or kegs, empty.		
Bark, Tan, in sacks	5		See Barrels	E	
Bark, Tan, C. L., 20,000 lbs., class P. less 20 per cent.			Beer, Ale and Porter, in glass, packed, L. C. L., securely wired and sealed or locked...	2	4
Barley. See Grain.			Beer Ale and Porter, in glass, packed, C. L., securely wired and sealed or locked ..	4	E
Barley, Pearl	3		Beer, Ale and Porter Boxes, returned with empty bottles	4	
Barrel and Box Material, C. L.	P		Beer, Ale and Ginger, in glass, packed, securely wired and sealed or locked, L. C. L.....	2	4
Barrel and Box Material, L.C.L	6		Beer, Ale and Ginger, in glass, packed, securely wired and sealed or locked, C. L.....	4	E
Barrels, half Barrels and Kegs, empty, except Ale and Beer, L. C. L., Class R plus 20 per cent.			Bees, in Hives.....	D 1	1
Same, in car loads of 10,000 lbs	P		Bee Smokers, boxed	1	
Barrels, half Barrels and Kegs, empty, Ale and Beer, estimated weights: barrel 100 lbs., half barrel 50 lbs., keg 30 lbs.	E		Beeswax	4	
Barrels, Lime or Flour, estimated weight 25 lbs.	6		Beets, in barrels.	3	8
Barrels, Paper, nested, packed.	2		Bellows	1	
Barrels, Paper, not nested.....	4 T 1		Bells, Bell Metal or Brass.....	1	
Barytes, L. C. L.....	6		Bells, Cast Iron.....	2	
Barytes, C. L	P		Bells, Sheet Iron, packed.....	3	
Base Balls and Bats.....	1		Belting, Leather	2	
Baskets, N. O. S.	D 1		Belting, Rubber	3	
Baskets, Fruit. See Boxes, Fruit			Berries, Dried	4	
Baskets, nested.....	1		Berries, Green, prepaid	1	
Baskets, Cotton. Patent combination of cloth and wood, knocked down and packed together.....	6		Bicycles, see Vehicles.		
Baskets, Grate, see Iron.			Billiard Tables and Billiard Table Beds, boxed	D 1	1
Bath Boilers. See Boilers.			Binders, Reapers, etc., see Agricultural Implements.		
Bath Tubs, see Tubs.			Binders' Boards, in Cases.....	2	
Batting, Cotton, in lots of 100 bales of 50 pounds each.....	6		Binders' Boards, in Bundles...	5	
Batting, N. O. S. See Cotton.			Bitters, same as liquors.		
Bauxite Ore, same as Clay.			Blacking, Shoe and Stove. See Polish		
Beams. See Spools.			Black Lead. See Lead.		
Beans, in boxes	2		Blankets.	1	
Beans, in barrels or sacks	D		Bleaching Salts. Same as Lime, Chloride of.		
Bearings, Brass, see Brass.			Blinds, Doors and Frames, see Sash, etc.		
Bed Cord, see Rope.			Blocks, Pulley, see Pulley Blocks.		
Bed Springs, see Springs.			Blocks, Shuttle, rough	3	
Bedsteads, see Furniture.			Blueing	1	
Bedsteads, Brass, see Brass.			Blue Stone, see Vitriol, Blue.		
Beef, Canned, packed, see Canned Goods.			Boards, Binders', see Binders' Boards.		
Beef, see Meats.			Boats, Common, wooden, L.C.L.	D 1	
Beer and Ale, in wood, estimated weights: bbl. 350 lbs., $\frac{1}{2}$ bbl. 180 lbs., quarter bbl. 100			Boats, Common, wooden, when flat cars are required, C. L...	5	

	C. R.	O. R.	C. R.	O. R.
Boats, Racing.....	4T 1		ished and boxed	3 4
Boats, Row, when loaded in box cars, L. C. L.....	4 T 1		Brackets, Wood, in white, made of pine or other wood	3 6
Boats, Row, when flat car is required, min. weight 10,000 pounds.....	2		Brandy. See Liquors.	
Boats, Row, when two flat cars are required, minimum weight 10,000 pounds to each car	2		Bran, L. C. L.....	C
Boats, Row, C.L., min. weight 20,000 pounds	3		Bran, C. L., 25,000 lbs.	P
Boats, Steam Yachts, min. weight 10,000 lbs.....	2		Brass, N. O. S., in boxes, barrels or casks.....	1 3
Bobbins, packed	4		Brass Bedsteads, packed.....	1
Boilers, Bath and Range.....	1		Brass Bearings, in boxes, barrels or casks	2
Boilers. See Machinery.			Brass Flues	2
Bolts. See Iron.			Brass, Scrap, loose.....	2
Boneblack	3		Brass, Scrap, packed.....	5
Bones and Bone Dust. See Rule 12.....	K	1	Brass Valves, boxed	3
Bonnets, same as Dry Goods.			Brass Vessels, in boxes, barrels or casks.....	2
Book Cases, Iron	1½		Bread.	3
Books	1		Brick, Common and Fire. See Rule 12. C. L., 40,000 lbs....	P
Boots and Shoes.....	1		Brick, Common and Fire, L. C. L	G
Borax, packed.....	4		Brick, Bath.....	6
Bottle Covers. See Covers.			Brick Machines. See Machinery	
Bottles, empty	1	5	Brimstone. Same as Sulphur.	
Bows and Shafts. See Vehicle Material.			Bristles	1
Box and Barrel Stuff. See Barrel and Box Material.			Britannia Ware.....	1
Boxes, Ale, Beer and Porter, returned with empty bottles.	4		Broom Corn, pressed in Bales, L. C. L	B
Boxes, Hat and Band, packed.	D 1		Broom Corn, pressed in Bales, min. C. L., 14,000 lbs	D
Boxes, Fruit, and Baskets, C.L., not less than 20,000 lbs. to be charged for.....	R		Broom Corn and Broom Handles, C. L., mixed, 14,000 lbs. charged for	D 5
Baskets, fruit, berry and vegetable, nested and packed solid, either in cases or securely fastened, L. C. L	2		Brooms, any quantity	4
Boxes, Fruit, L. C. L	1		Brushes.....	1
Boxes, Cigar, empty, packed...	D 1		Buckets, N. O. S., same as Wooden Ware.....	1 3
Boxes, Cracker, empty, returned	5		Buckets, Coal	1
Boxes, empty, including Egg Crates, L. C. L	1		Buckets, Well	4
Boxes, empty, including Egg Crates, C. L., 24,000 lbs. to be charged for.....	A		Bucks, Saw, see Sawbucks.	
Boxes, empty, N. O. S.	1		Buckwheat, Flour	6
Boxes, Match, wooden	2		Buggies. See Vehicles.	
Boxes, Paper, nested, packed..	1		Bungs	3
Boxes, Paper, not nested	3 T 1	D 1	Burial Cases. See Coffins.	
Boxes, Folding, K.D., packed.	2		Burlaps	6
Boxes, Post-office, Letter	2		Burning Fluid	1½ 1
Boxes, Tobacco, empty.....	1		Burr Blocks, finished...	4
Boxes, Vehicles. See Vehicle Material.			Burr Blocks, rough	5
Brackets, Insulator. See Telegraph.			Butter, Butterine, and Oleomargarine, in cans	1 3
Brackets, Wood, N. O. S., fin-			Butter, Butterine and Oleomargarine, in buckets, pails and tubs	D 1 3
			Butter, Butterine and Oleomargarine, in kegs and firkins	2 3
			Butter, Apple and other Fruits, in wood	4
			C	
			Cabbages, packed.....	3 6

	C. R.	O. R.		C. R.	O. R.
Cabbages, loose, C. L.....	3	6	or electric power), C. L., two or more on a car, minimum weight 20,000 lbs	5	
Cabinet Ware. See Furniture.			Cars, Hand, Lever or Crank, for railway use, viz:		
Cages, Bird, boxed	3	T 1	S. U., L. C. L.....	1	
Cages, Bird, K. D., nested and packed	D 1		S. U., C. L., minimum weight 20,000 lbs	5	
Cake, Nitre. See Nitre.			K. D., L. C. L.....	2	6
Cake, Oil. See Cotton Seed.			K. D., released, C.L.....		
Cake, Salt. See Salt.			Cars knocked down (<i>i. e.</i> , cars from which trucks, or other detachable parts have been removed and loaded on same car with bodies), to be loaded and unloaded by owners, and at owners' risk.....		
Calicake	5		Cars and Locomotives, standard gauge, on their own wheels, viz:		
Calicos	6		(A minimum charge of two dollars per car is allowed when shipped on their own wheels)		
Camphene	1		Parlor and sleeping cars..... 25c. per mile.		
Camphor	1		Coaches, baggage, mail and expr. cars	20c. per mile	
Candles, boxed	4		Box, cab, stock or tank cars..... 10c. per mile		
Candy. See Confectionery.			Coal, gondola or dump cars..... 7c. per mile		
Cane, Sugar. See Sugar Cane.			Flat cars, upon their own wh's	6c. per mile	
Canned Beef, packed.....	4		Flat cars. When one or more flat cars are loaded on a flat car the rate will be 3 cents per mile for those loaded on the flat, and 4 cents per mile for the car on wheels carrying the others.		
Canned Goods, N. O. S.....	4		Locomotives and tenders (including tram eng's), moved by their own pwr, owner to furnish fuel and crew, carrier to furnish pilot	20c. per mile	
Cannon	1		Subject to a minimum charge of \$4.00; maximum charge allowed \$40.00.		
Cans, empty, N. O. S.....	3	T 1	Locomotives and tenders (including tram eng's), dead, connect'g rods and small parts liable to be damaged to be taken off and boxed..... 25c. per mile.		
Cans, Glass. See Glass.					
Cans, Paper, crated.....	1				
Cans, tin, empty, racked or boxed or in jackets	1	2			
Cans, tin, empty, to be used for paints and oils, minimum weight, 20,000 lbs	4				
Cans, Tobacco, empty.....	1				
Caps and Hats.....	1				
Caps, Percussion	1				
Caps, Hay. See Agricultural Implements.					
Capstans.....	3				
Carbons, Electric Light, pack'd, L. C. L.....	2	3			
Carbons, Electric Light, p'ck'd, C. L.....	3				
Carboys, see Glass.					
Card Clothing. See Clothing.					
Cards, Cotton and Woolen Hand, packed.....	1				
Cards, Cotton and Woolen.....	1				
Cards, Playing.....	1				
Cards, Show, boxed. See Signs					
Carpeting, well covered	1				
Carpets, Hemp and Rag	2				
Carpet Lining. See Lining....					
Carriages. See Vehicles.					
Car mileage, freight, $\frac{1}{4}$ of a cent per mile.					
Car mileage, passenger, 3 cents per mile.					
Cars and Locomotives, viz :					
Cars, Logging, K. D. or set up, C. L., 24,000 lbs. charged for	6				
Cars, Logging, smaller parts boxed.....	5				
Cars, Logging, set up, L. C. L.	4				
Street or Tramway (operated either by steam, cable, horse or electric power), single.....					
Street or Tramway (operated either by steam, cable, horse					

CLASSIFICATION OF THE

	C. R.	O. R.		C. R.	O. R.
Subject to a minimum charge of \$5.00; maximum charge allowed, \$50.00.			per cent.		
Locomotives and tenders (including tram engines), loaded wholly on flat cars, owner to load and unload, otherwise subject to Rule 14.....			Chestnuts, prepaid	3	5
Subject to a minimum charge of \$6.00; maximum charge allowed, \$60.00.			Chests, Commissary.....	1	
Locomotives (including tram engines), loaded on flat cars and weighing less than 40,000 lbs.....	4	5	Chests, Ice. See Refrigerators.		
Cartridges, Metallic.....	1		Chicory	4	
Carts, Hand. See Vehicles.			Chimogene. Same as Oil, Coal.		
Cases and Crates, Egg. See Boxes.			China Waré.....	1	
Cases, Show. See Show Cases.			Chloride of Lime. See Lime.		
Cash Registers. See Register.			Chocolate	1	
Casing, Window. See Wood-work.			Chromos. Same as Paintings.		
Casks, Iron, Ammonia Water, Naphtha, etc., returned e'ty	6		Chufas, C. L. See Nuts.		
Cassia.....	3		Churns.....	1	3
Castings, Iron. See Iron.			Cider and Vinegar, in barrels or kegs.....	B	
Castings, Plaster.....	D 1	2	Cider, in glass, packed.....	2	4
Castor Pomace. Same as Fertilizers.			Cider Mills and Presses. See Agricultural Implements.		
Catsup, in wood.....	4		Cigar Lighters.....		1
Catsup, in glass, boxed.....	2		Cigars, boxed and strapped or corded and sealed		1
Cattle. See Live Stock.			Cigars, not packed as above, not taken.		
Caustic Soda. See Soda.			Cigar Boxes. See Boxes.		
Cement, in barrels, C. L.....	L		Citron		2
Cement, in barrels, L. C. L.....	B		Clay, in boxes, barrels or casks, L. C. L.....	B	
Cement, Glue, packed	2		Clay, C. L. See Rule 12. 25,000 lbs	P	
Cement, Asbestos. See Asbestos.			Clay, Burnishing, packed	5	
Chain, Cotton, Woolen and Hempen.....	2		Clay, Fire, L. C. L.....	B	
Chains, Iron, loose.....	3		Clay, Fire, C. L. See Rule 12. 25,000 lbs.....	P	
Chains, Iron, Cable	5		Clay, German	5	
Chains, Iron, in casks, barrels, boxes or kegs.....	5		Cleaners, Cotton Seed. See Agricultural Implements.		
Chairs. See Furniture.			Clocks, boxed.....		1
Chalk.....	5		Clock Weights. See weights.		
Chalk, Crayons. See Crayons.			Clothes Lines. See Rope.		
Chalks, Prepared	1		Clothes Pins.....		2
Charcoal, in bbls. or casks, L. C. L.....	5		Clothing		1
Charcoal, in barrels or casks, C. L., not less than 24,000 lbs. to be charged for	0		Clothing, Card		1
Checks. See Domestics.			Clothing, Rubber, and Rubber Goods N. O. S		1
Cheese.....	4		Clover Seed. See Seed.		
Chert, C. L. lbs., Class P. less 20			Coal and Coke, L. C. L., in boxes, barrels or bags	L	
			Coal and Coke, C. L.....	L	

NOTE.

COAL RATES.—All percentages now allowed Railroad Companies in this State on Coal and Coke in carload quantities are withdrawn, and the said companies (excepting the Western and Atlantic and Georgia Railroad Companies) are allowed to charge for the transportation of Coal and Coke, in carload quantities, as follows:

For fifty miles and under, Class L.

For one hundred miles and over fifty miles, Class L., less 5 per cent.

Over one hundred miles, Class L., less 10 per cent.

The Western and Atlantic and the Georgia Railroad Companies are allowed to charge for the transporta-

	C. R.	O. R.		C. R.	O. R.
tion of Coal and Coke in carload quantities as follows:			Corn Starch, see Starch.		
For fifty miles and under, class L., less 10 per cent.			Corn, see Grain.		
For distances over fifty miles, Class L., less 15 per cent.			Corn (Seed), see Seed.		
Coal Oil. See Oil.			Cornices, Sheet iron, galvanized iron, sheet copper, and sheet zinc, boxed, crated, or loose, L. C. L.....	3	T 1
Coal Tar. See Tar			Cornices, Sheet iron, galvanized iron, sheet copper, and sheet zinc, boxed, crated, or loose, C. L., minimum weight 10,000 lbs.....	1	D 1
Cocoa	1		Cornices. Wooden, for windows, doors or inside finish. See Woodwork.		
Cocoa Matting. See Matting.			Cornices, Wooden, for outside finish. Same as Mouldings for building purposes.		
Cocoanuts. See Nuts.			Corsets.....	1	
Codfish. See Fish.			Corundum, L. C. L., in sacks, barrels or casks, value limited to 4 cents per lb.....	3	
Coffee, Extract or Essence of..	2		Corundum, C. L., in sacks, barrels or casks, value limited to 4 cents per lb.....	6	
Coffee, Green, single sacks ...	4		Cotton, in bales.....	J	
Coffee, Green, double sacks....	6		Cotton, Burnt; shipments of burnt cotton are accepted at original weight, and cotton rates applied—500 lbs. to be the average weight per bale when original weight cannot be obtained.		
Coffee, Ground or Roasted in sacks.....	3		Cotton, Dyed, in bales.....	4	
Coffee, Gr'd, in boxes or bbls.	5		Cotton, Unginned, packed in bags less than 2,000 lbs., L. C. L.....	2	
Coffee, Roasted, in boxes or barrels.....	5		Cotton, Unginned, packed in bags, 2,000 lbs. and over, L. C. L.....	5	
Coffee Mills. See Mills.			Cotton, Unginned, packed in bags, C. L., minimum weight 20,000 lbs.....	6	
Coffins, N. O. S.....	1½	1	Cotton Batting. See Batting.		
Coffins, Nested.....	1	2	Cotton Batting, N. O. S.....	5	
Coffins, K. D.....	3		Cotton Factory Products. See Domestics ..		
Coffins, Metallic.....	2		Cotton Feed valuable for planting, less than 2,000 lbs., sacked	5	
Coke, see Coal.			Cotton Seed valuable for planting, L. C. L., over 2,000 lbs.	6	
Collars, Horse. See Saddlery.			Cotton Seed, common, any quantity	G	
Collars, Paper, packed, same as Dry Goods.			Cotton Seed Hulls, C. L. 25,000 lbs.	P	
Cologne. See Perfumery.			Same, without percentage, L. C. L.	G	
Commissary Chests and Stores.	1		Cotton Seed Meal, Ashes and Oil Cake, same as Fertilizers.		
Compounds, Washing..	4		Cotton Seed Mills. See Agricultural Implements.		
Compounds, Polishing.....	3				
Confectionery, Candy, value limited to 6 cents per lb., and so specified on Bill of Lading	4	5			
Confectionery, Candy, value limited to 20 cts. per lb., and so specified on Bill of Lading.	3	4			
Confectionery, N. O. S.....	1				
Coolers and Filters, Water, boxed.....	1				
Copal. See Gum.....					
Copperas, in barrels or casks..	5				
Copperas, N. O. S.....	4				
Copper, in boxes, barrels or casks.....	3				
Copper, Scrap, packed.....	5				
Copper, Scrap, loose.....	4				
Copper Vessels, in boxes, barrels or casks	2				
Copper Bottoms, Copper Plates, Sheets, Bolts, Wire and Rods.	3				
Copper Flues	2				
Copper Ingots, Pigs and Matts.	4				
Copper Ore, C. L., 25,000 lbs.	6	P			
Copper Ore, L. C. L.....	6				
Copper Stills (worm crated)...	1	3			
Copying Presses, see Presses.	3				
Cordage	1				
Cork.....	1				

CLASSIFICATION OF THE

	C. R.	O. R.		C. R.	O. R.
Cotton Seed Oil, see Oil.			Rope, Thread, Yarns, and other factory products, without percentage	6	
Cotton Waste. See Paper Stock			Doors, Iron, see Iron.		
Covers and Safes, boxed.....	3	T 1	Doors and Frames. See Sash,etc.		
Covers, Bottle, Paper, Straw or Wooden, packed or pressed in bales	3		Drawers and Shirts, Unlaundried, entirely of Cotton. Same as Domestics.		
Covers, Wooden	1		Drills, Grain. See Agricultural Implements.		
Cracklings	4		Dross, Rosin. Same as Rosin.		
Crackers.....	5		Drugs and Medicines, N. O. S..	1	
Cradles, Grain, see Agricultural Implements.			Drums	3	T 1
Cranberries.....	3		Dry Goods, N. O. S.....	1	
Crates and Cases, Egg, see Boxes.			Dry Goods, in boxes or bales..	1	
Crates, for peaches and apples, L. C. L., set up.....	1	4	Dry Goods, in trunks, crated or strapped	1	
Crates, for peaches and apples, C. L., set up. 20,000 lbs min.	R		Dry Goods, in trunks, corded or wrapped..	1	
Crates, for peaches and apples, L. C. L., K. D.	B		Dry Goods, in trunks, not corded or wrapped	D 1	
Crates, for peaches and apples, K. D., C. L., 24,000 lbs. minimum	P		Dusters, Bran. See Agricultural Implemen's.		
Crayons, Chalk	4		Dye (Liquid) or Wood, Liquor, in barrels.....	3	
Creameries, packed or wrapped	2	3	Dye Stuff, in boxes or barrels...	1	
Cream Tartar, in boxes or kegs	2		Dye Woods, in boxes or bbls..	2	
Cream Tartar, in barrels or hogsheads	3		Dye Woods, in stick.....	4	
Crockery, same as Earth'nware.			E		
Croquet Sets, in boxes.....	2		Earthenware, Jugware or Stoneware, loose.....	1	2
Cross Arms, Telegraph and Telephone	6		Earthenware, Jugware or Stoneware, in boxes, bbls. or casks ..	2	3
Cross Ties, hewed and sawed, (subject to Rule 12) Class P.			Earthenware, Jugware or Stoneware, in crates or hogsheads	4	5
Crow Bars, see Iron.			Earthenware, (other than Jugware) and Stoneware, loose, C. L., 20,000 lbs.....	4	5
Crucibles.....	1	3	Jugware, Common, C. L.....	0	
Crushers, Corn and Cob. See Agricultural Implements.			Eggs, packed.....	1	2
Crystals, Washing	5		Electric Light Carbons. See Carbons.		
Cultivators, see Agricultural Implements.			Elevators.....	1	
Curbing, Well	2		Elevators, Hay. See Agricultural Implements.		
Currants, see Fruit.			Emery, value 4 cents per lb....	3	
Cutch	4		Emery, N. O. S.....	2	
Cutlery	1		Engines. See Machinery.		
D			Equipage. See Accoutrements.		
Dates, see Fruit.			Essences. See Extract.		
Deer, boxed	3	T 1	Evaporators, Fruit. See Agricultural Implements.		
Deer Skins, pressed in bales....	2		Evaporators, Sugar. See Agricultural Implements.		
Deer Tongue. See Tongue.			Excelsior, made from Georgia pine, pressed, in bales, L.C.L		
Demijohns. See Glass.			Excelsior, made from Georgia pine, C. L., minimum weight 10,000 lbs	5	
Denims, see Domestics.			D		
Desiccated Meats and Vegetables	4				
Detergent	4				
Disinfectants, in glass, packed	1				
Disinfectants, N. O. S., in bbls	4				
Distributors, see Agricultural Implements.					
Domestics, Denims, Sheetings, Shirtings, Tickings, Cotton Jeans, Duck, Checks, Cotton					

C. R.	O. R.	C. R.	O. R.
Exhibitors, boxed or crated.....	3 T 1	Exhibitors, woven or crated	D 1
Exhibitors, woven or crated	D 1	Exhibitors, woven or crated	1
Explosives. Same as Powder.			
Extinguishers, Fire, hand, glass or grenade, packed.....	1 $\frac{1}{2}$	Extinguishers, Fire, on wheels, same as Engines, Fire.	1
Extract Bark, for tanning, in wood.....	5	Extract Bark, for tanning, in wood.....	5
Extract Bark, for tanning, in glass, packed.....	2	Extract of Indigo. See Indigo.	
Extract of Indigo. See Indigo.		Extract of Logwood. See Log- wood.	
Extract of Malt, in glass, pack- ed, same as Ale.		Extract and Essences, N. O. S..	1
F			
Facing, Iron and Coal, in bbls. or sacks, L. C. L.	6	Facing, Iron and Coal, in bbls. or sacks, C. L.	A
Factory sweepings and cotton waste. See Paper Stock.		Fans, in boxes	D 1
Fans, in boxes	6	Fans, Fly, boxed.....	3
Fans, Fly, boxed.....	3	Fans, Palm Leaf, pressed.....	1
Fanning Mills. See Agricul- tural Implements— Mills, Fanning.		Fanning Mills. See Agricul- tural Implements— Mills, Fanning.	
Farina	2	Faucets, boxed	2
Faucets, boxed	2	Feathers	D 1
Feeders, Cotton Gin. See Ag- ricultural Implements.		Feeders, Cotton Gin. See Ag- ricultural Implements.	
Felloes. See Vehicle Material.		Felt, Roofing. See Roofing.	
Felt, Roofing. See Roofing.		Felting, Boiler	2
Fence, Wire and Wood (com- bination)	5	Fence, Wire and Wood (com- bination)	5
Fencing.....	3	Fenders, Iron. See Iron.	
Fenders, Iron. See Iron.		Fertilizers, C. L., 30,000 lbs., Class M less ten per cent., without percentage.	
Fertilizers, L. C. L., Class K less ten per cent., without percentage.		Fertilizers, L. C. L., Class K less ten per cent., without percentage.	
(Shipments of Fertilizers are not subject to Rule No. 30.)		Fibre, Palmetto and Pine, pressed in bales	6
Fibre, Palmetto and Pine, pressed in bales	6	Figs, in drums.....	1
Figs, in casks or boxes	2	Figs, in casks or boxes	2
Figures, not Iron, packed. See Images.		Filters. See Coolers.	
Filters. See Coolers.		Findings, Shoe	1
Fire-arms	1	Firecrackers and Fire-works, packed (so marked).....	1
Firecrackers and Fire-works, packed (so marked).....		Fire Extinguishers. See Extin- guishers.	
		Fish, N. O. S., in cans, boxed..	4
		Fish, Pickled or Salted,in bbls., half barrels, kegs or kits.....	6
		Fish, Dry Salted, etc., packed..	5
		Fish, Dry Salted, in bundles..	2
		Fish, Fresh. See Meat.	
		Fish, Smoked, in boxes.....	2
		Fishing Rods.....	D 1
		Fishing Tackle, boxed.....	1
		Fittings, Iron, Pipe. See Iron.	
		Fixtures, Bank, Store, etc. See Furniture.	
		Fixtures, Gas, packed	2
		Fixtures, Grate, packed.....	2
		Fixtures, Grate, loose	1 $\frac{1}{2}$
		Fixtures, Tobacco. See Ma- chinery.	1
		Flax, pressed in bales.....	3
		Flax Seed. See Seed.	
		Flour, in barrels, (estimated weight, 200 pounds)	F
		Flour, in sacks.....	C
		Flour, Buckwheat	6
		Flour, Corn, L. C. L.....	4
		Flour, Corn, C. L., not less than 20,000 lbs. to be charged for.	C
		Flour Sack Material	6
		Flour, Self-raising, in packages	C
		Flour, Rice	C
		Flues, Copper. See Copper.	
		Flues, Iron. See Iron.	
		Flues, Brass. See Brass.	
		Fluor-Spar, L. C. L.....	6
		Fluor-Spar, C. L.....	M
		Fly Fans. See Fans.	
		Fodder. See Hay.	
		Foil, Tin, in boxes.	2
		Food Preservatives, packed.	3
		Foots, Cotton seed oil. See Soap Stock.	
		Forges, Portable.....	3
		Forks, Hay and Manure. See Agricultural Implement.	
		Fountains, Soda, fully boxed... 3 T 1	1
		Fountains, Soda, not taken un- less fully boxed.	
		Fowls, dressed	B
		Fowls, live in coops, C. L.....	1
		Fowls, live in coops, L. C. L..	1
		Frames, Bed, wrapped or crated	2
		Frames, Door and Window. See Sash, etc.	3
		Frames, for Pictures, Mirrors, Looking Glasses, boxed or crated	1 $\frac{1}{2}$
		Frames, loose or in bundles.... 3 T 1	D 1
		Frames Mounted with Mirrors, or Looking Glasses, when shipped separately from other Furniture..... 3 T 1	D

CLASSIFICATION OF THE

	C. R.	O. R.		C. R.	O. R.
Freezers, Ice Cream.....	1		Furniture, all articles of Furniture N. O. S. when manufactured of Pine, Poplar or other common woods, minimum weight 15,000	3	4
Fruit and Vegetables, in cans, without percentage, L. C. L. Same, C. L., without percentage	5		Furniture, all articles of furniture N. O. S. when manufactured of Walnut, Mahogany, Rosewood, Chestnut or other hard woods, minimum weight 15,000 pounds..	2	3
Fruit, in Glass, packed.....	1	3	Furniture, when in less than car loads, and when manufactured of Pine, Poplar or other common woods, as follows:		
Fruit, Berries, dried	4		Beds, Folding, wrapped or crated	1	2
Fruit, Berries, green, prepaid..	1		Bed Springs, woven and wire..	1	
Fruit Boxes and Baskets. See Boxes.			Bedsteads, wrapped or crated..	2	3
Fruit, Dates.....	2		Bureaus, wrapped or crated....	2	3
Fruit, Dried Currants.....	2	3	Bureau Glass Frames, in bndl's	1	2
Fruit, Dried, N. O. S.....	3		Chairs, Cane, Split and Wood Seat, set up.....	1½	1
Fruit, Dried Apples and Peaches, L. C. L.	4	6	Chairs, Cane, Split and Wood Seat, packed in pairs.....		2
Fruit, Dried Apples and Peaches, C. L.....	6	C	Chair Stuff, K. D., in bundles or boxes.....	3	4
Fruit, Green, N. O. S., prepaid or guaranteed.....	3		Cots, set up	1	2
Fruit, Apples, P'ches, P'rs (not dried) and other green fruit, in barrels or boxes, L. C. L....			Cots, K. D., or folded.....	2	3
Fruit, Apples, P'ches, P'rs (not dried) and other green fruit, in barrels or boxes, C. L.....			Crib, K. D., or folded.....	2	3
Fruit, Oranges, Lemons, Bananas and Pineapples, L. C. L.	4		Desks, wrapped or crated.....	1	2
Fruit, Oranges, Lemons, Bananas and Pineapples, C. L....	6		Furniture, N. O. S., set up, wrapped or crated...	1½	1
Furnaces, Evaporator. See Agricultural Implements.			Furniture, N. O. S., K. D., boxed, crated or wrapped....	2	3
Furs, N. O. S., Skins and Peltries. See Skins.			Hall Stands, wrapped or crated.	2	3
Furs, in bags.....	3	T 1	Lounge Frames, set up.....	1½	1
Furs, in boxes, bundles and trunks, strapped	D 1		Lounge Frames, backstaken off	1	2
Fuse	D 1		Safes, Kitchen, set up.....	1½	1
FURNITURE CLASSIFICATION.			Safes, Kitchen, K. D., packed..	2	3
Furniture, when in car loads, as follows (not less than minimum weight to be charged for; excess in proportion), viz.:			School Desks and Seats, set up.	2	3
Bedsteads, manufactured of Pine, Poplar or other common woods, finished or in the white, minimum weight 15,000 pounds.....			School Desks and Seats, K. D..	3	4
Bedsteads manufactured of Walnut, Mahogany, Rosewood, Chestnut, or other hard woods, minimum weight 15,000 pounds..	4	3	Settees, same as Chairs.		
Fixtures, for fitting banks, stores, offices, &c., of hard or soft woods, polished or finished, with or without mirrors inserted in panels or openings, to be fitted thereto, knocked down or fully (boxed, wrapped or crated	2		Tables, wrapped or crated	1½	1
Mirrors to be properly boxed)	2	3	Tables, K. D., flat	2	3
			Table Legs, Slides, Leaves and Supports.....	2	3
			Wardrobes, set up, wrapped or crated.....	1½	1
			Wardrobes, K. D., wrapped or crated.....	2	3
			Washstands, wrapped or crated	2	3
			Furniture, when in less than car loads, and when manufactured of Walnut, Mahogany, Rosewood and Chestnut, or other hard woods, as follows, viz.:		
			Beds, Folding, wrapped or crated	1	
			Bedsteads, wrapped or crated..	1	
			Book-cases, wrapped or crated.	1½	1

C. R.	O. R.		C. R.	O. R.
Bureaus, wrapped or crated...	1	2	Washstands, wrap'd or crated	1
Bureau Glass Frames, in bundles.....	1	2		
Chairs, Camp and Folding Seat	1½	1		
Chairs, K. D., in bundles or boxes	3	4		
Chairs, N. O. S., set up, wrapped or crated	1½	1	C	
Chairs, Opera, Iron, packed...	1½	1	Gambier.....	4
Chairs, Rattan and Willow.....	1½	1	Game. See Poultry.	
Chairs, Cane, Split and Wood Seat, set up.....	1½	1	Gasoline. See Oil.	
Chair Stock, K. D., in bundles or boxes.....	2	3	Gauges, Steam. See Machinery.	
Cots, set up.....	1½	1	Gelatine.....	1
Cots, K. D., or folded	2	3	Generators, Gas.....	3
Crib, K. D., or folded.....	1	2	Ginger, Ground, in boxes	2
Desks, wrapped or crated.....	1	2	Ginger, in bags	3
Furniture, N. O. S., set up, wrapped or crated.....	D 1	1½	Gins, Cotton. See Agricultural Implements.	
Furniture, N.O.S., K.D., box'd, crated or wrapped	1	2	Ginseng	1
Hall Stands, wrapped or crated	1	2	Girders, Iron. See Iron.	
Hat Racks, K. D., or folded	1	2	Glass, Carboys, empty	D 1
Hat Racks, wrapped or crated	1½	1	Glass, Chimneys.....	2
Lounges, upholstered, backs taken off.....	1½	1	Glass Demijohns, empty, not packed.....	4
Lounges, Willow or Rattan...	1½	1	Glass Demijohns, filled, not packed or boxed, not taken.	T 1
Lounge Frames, set up.....	1½	1	Glass Demijohns, filled, boxed	3
Lounge Frames, backs taken off	1	2	Glass Demijohns, empty, pkcd	D 1
Marble, for Furniture, boxed or crated	1	2	Glass Floor Lights, rough and heavy	1½
Mattresses, Hair.....	1	2	Glass Fruit Jars. See Jars, Glass.	5
Mattresses, Excelsior, Straw, Shuck or Cotton	3	1	Glass Insulators. See Insulators.	
Mattresses, Wire.....	1	2	Glass Lanterns. See Lanterns.	
Mattresses.....	2	1	Glass Oil Cans, with metal jackets, packed.....	1
Parlor Frames.....	1½	1	Glass Plate, 7x12 feet or under	D 1
Refrigerators, wrap'd or crated	2	3	Glass Plate, over 7x12 feet	3
Refrigerators, thoroughly and completely taken apart and packed in sections.....	2	1	Glass, Roofing and Sky-light, not Window Glass.....	1
Refrigerator Material, thoroughly knocked down.....	3	1	Glass, Colored, stained, decorated, enameled, ground, figured or etched, L. C. L.....	3
School Desks and Seats, set up	1	2	Glass, Colored, stained, decorated, enameled, ground, figured or etched C. L.....	1
School Desks and Seats, K. D. Settees, same as Chairs.....	2	3	Glass, Vault Lights, rough and heavy	2
Sideboards, wrapped or crated	1½	1	Glassware, fine cut or engraved	5
Sofas and Tete-a-tetes, wrap'd or crated	1½	1	Glassware, N. O. S.....	1
Spring Beds, set up	1½	1	Glass, Window, 14x16 inches and under.....	2
Spring Beds, folded	1	1	Glass, Window, over 14x16 inches, and not over 32x44 in.....	5
Spring Beds, K. D., packed ..	2	3	Glass, Window, over 32x44 inches.....	4
Tables, set up, wrapped or crated.....	D 1	1½	Glucose, in half bbls, bbls, or hhds	2
Tables, K. D., Flat	1	2	Glue	4
Table Legs, Slides, Leaves and Supports.....	2	3	Glue, Scrap.....	3
Wardrobes, set up, wrapped or crated.....	D 1	1½	Glycerine, in cans, boxed or in barrels.....	5
Wardrobes, K. D., wrapped or crated.....	1	2	Glycerine, in iron tanks or casks.....	1

	C. R.	O. R.	C. R.	O. R.
Glycerine, Nitro, plainly labeled, L. C. L.	4	T 1	Handles, Broom, C. L., not less than 24,000 pounds to be charged for.....	6
Glycerine, Nitro, plainly labeled, C. L.	3	T 1	Handles, Broom and Broom Corn, C. L., mixed. See Broom Corn.	
Grain	D		Handles, Plow. See Agricultural Implements.	
Granite. See Stone.			Handles, Beams and other woods for manufacturing purposes, rough or dressed, but unfinished, C. L., 24,000 lbs., Rules 12 and 13 to apply, without percentage.....	K
Granite, Roofing. See Roofng			Hangers.....	4
Grapes, in bundles, boxes or crates, L.C. L.			Hardware, boxed, N. O. S.	2
Grapes, C. L.			Hardwood. See Wood.	
Graphite, C. L. 25,000 lbs., class F. less 20 per cent.			Harness. See Saddlery.	
Grass Seed. See Seed.			Harrows and Harrow Teeth. See Agricultural Implements	
Grass, Wire, C. L. 20,000 lbs....	P		Hats and Caps, same as Dry Goods.	
Grass, Wire, L. C. L.	R		Hat Boxes. See Boxes.	
Grate Bars. See Iron.			Haversacks. Same as Accoutrements.	
Grate Baskets. See Iron.			Hay, Fodder and Straw, pressed, in bales, C. L., or over, minimum weight, 20,000 lbs. to car load, all excess to be charged for at proportionate rates	D
Grates. See Iron.			Hay, Fodder and Straw, pressed, in bales, L. C. L.	R
Grave Stones. See Stone.			Heading, see Barrel and Box Material.	
Grease, Axle	6		Hay Caps, see Agric. Impl'mts	D 1
Grease, Car, in barrels.....	6		Head Lights, boxed.....	
Grenades, packed.....	1 $\frac{1}{2}$		Hearses. See Vehicles.	
Grindstones	6		Heaters, Steam, see Machinery	
Grits, Corn, in barrels.....	F		Hemp, in bales	3
Grits, Corn, in sacks	C		Herbs, value not over 10c., prepaid	4
Grits, Wheat, in barrels.....	5		Herbs, value over 10c., prepaid	3
Grits, in boxes.....	2		Hessians, in original bales.....	6
Groceries, N. O. S.	2		Hides, Dry, loose	1
Guano. See Fertilizers.			Hides, Dry, in bales	3
Guano Horns. See Agricultural Implements.			Hides, Dry, in bales, compr'd	4
Gum, Camphor. See Camphor.			Hides, Green	4
Gum, Copal, Kowie and Shellac	2		Hides, Green, salted, C. L., not less than 20,000 lbs.....	B
Gums, N. O. S.	2		Hides, Green, Salted, L. C. L.	5
Gun Cotton	D 1		Hinges and Hooks, in barrels or casks.....	3
Gunny Bags. See Bags.			Hinges and Hooks, in boxes...	2
Gunpowder. See Powder.			Hives, Bee, empty, set up	1
Guns, Rifles.....	1		Hives, Bee, K. D., crated.....	6
Gypse, in Cases. Same as Paints, dry, in Cases.			Hobby Horses, entirely boxed or crated	D 1
Gypsum, Land Plaster; Fertilizer. Same as Fertilizers.			Hobby Horses, unboxed.....	4 T 1
Gums, Chewing	1		Hoes, see Agricultural Implements.	3 T 1
H				
Hair, in sacks.....	1			
Hair, Cattle, for plastering, pressed, in bales.....	6			
Hair, Curled, pressed, in bales, and Hair Rope.....	2			
Hair Goods, manufactured, packed in boxes	D 1			
Hames, in bundles or packed..	3			
Hammocks and Fixtures	1 $\frac{1}{2}$			
Hams. Same as Meat, salted.				
Hand Carts. See Vehicles.				
Handles, N. O. S., boxed or crated.....	5			
Handles, Broom, boxed or crated, L. C. L.....	4			

	C. R.	O. R.	C. R.	O. R.
Iron Wagon and Carriage Skeins and Boxes packed in kegs, barrels or casks.....	6		Iron Pipe	3 of 6
Iron Wagon Skeins, loose.....	4		Iron Pipe, fittings in kegs, casks or barrels	6
Iron, Nails and Spikes, Bolts, Nuts, Rivets and Washers, in kegs.....	3 of 6		Iron Pipe, fittings in boxes	2
Iron, Nails and Spikes, in bags	3		Iron Pipe, fittings in bundles (wired)	D 1
Iron, Nails and Spikes, in boxes	5		Iron Plow Fenders.....	6
Iron, Nails, Horse and Mule Shoes, in boxes.....	5		Iron Railing and Fencing.....	3
Iron Plow Plates, Points, Wings, Castings and Steel, wired or packed.....	3 of 6		Iron Retorts.....	6
Iron Bolts, Nuts, Rivets and Washers, in other packages..	2		Iron Roofing, boxed, or in rolls or bundles, wired or crated....	5
Iron, Bridge, Pig, Scrap, Railroad, Spikes, Chairs, Frogs, Fish Plates and Fish Plate Bolts, L. C. L.....	3 of 6		Iron Roofing, N. O. S.....	3
Iron, Bridge, Pig, Scrap, Railroad, Spikes, Chairs, Frogs, Fish Plates and Fish Plate Bolts, C. I. See Rules 13 & 20	M		Iron, Russia, in rolls or bundles, wired or crated.....	3
Iron Castings, in boxes.....	2		Irons, Sad, in barrels.....	5
Iron Castings (not Machinery), unpacked, each piece under 200 pounds	3	5	Irons, Sad, boxed.....	2
Iron Castings (not Machinery), each piece weighing 200 lbs. or over, unpacked	5	6	Iron Sash Weights, wired, any quantity	K M
Iron Castings (not Machinery) or Sewing Machines, in kegs or casks.....	4	5	Iron, Scrap Sheet, in rolls or bundles, wired or crated.....	3 of 6
Iron Crow Bars and Forgings..	6		Iron, N. O. S. boxed or crated..	1
Iron Flues.....	4		Iron Shutters and Doors	4
Iron Fronts, Girders and Beams for buildings	4	3 of 6	Iron Sponge (purifying material)	3
Iron, Sheet and Galvanized, in rolls or bundles, wired or crated	5		Iron Statuary, Chairs & Lawn Ornaments, boxed or crated..	1
Iron, Sheet and Galvanized, boxed	4	6	Iron Jacks.....	6
Iron, Hoop.....	3 of 6		Iron Urns.....	3
Iron Mantels, Grate Baskets, Fronts, Fenders and Frames, packed	2	3	Iron Tires, Wagon.....	3 of 6
Iron Mantels, Grate Baskets, Fronts, Fenders and Frames, not packed	1	3	Iron and Steel Tires, Locomotive.....	6
Iron Grates, completely pack'd	2	3	Iron Vault and Prison Work..	4
Iron Grates, completely loose..	1	1	Iron Wedges and Sledges, in barrels	5
Iron Grate Bars, L. C. L.....	3 of 6		Iron We lges and Sledges, loose	3
Iron Grate Bars, C. L.....	M		Iron Work, Galvanized	2
Iron Nail Rods, packed.....	2		Isinglass	3 T 1
Iron Nail Rods, not packed....	6		Ivory.....	1
Iron Ore and Limestone for Furnaces, C. L. (25,000 lbs.), Class P, less 40 per cent.			Ivory, Black.....	4
Iron Picks and Mattocks, in bundles	3			
Iron Picks & Mattocks, packed	5			
			J	
			Jack Screws and Wagon Jacks.	3
			Japan Ware.....	1
			Japonica	4
			Jars, Glass, packed, common	4
			Jeans, Cotton, Same as Domes-tics.	5
			Jeans, Cotton and Wool mixed	5
			Jellies, in glass, packed..	1
			Jellies, in cans, boxed.....	4
			Jellies, in wood, N. O. S.....	3
			Jugs. See Earthenware.	
			Junk and Jute.....	6
			Jute Butts.....	6
			Jute Waste or Tailings. See Paper Stock.	
			K	
			Kainit, same as Fertililizers.	

C. R.	O. R.	C. R.	O. R.		
Kalsomine, same as Paint.		whitewashing, canned and packed	5		
Kaolin. Same as Clay.		Limestone, for Furnaces, C. L. (25,000 lbs.), Class P, less 40 per cent.			
Kegs, empty, N. O. S., same as Barrels.	3	Limestone (ground), same as Lime.			
Kegs, empty, N. O. S., in crates		Lining, Carpet.	2		
Kegs, Ale and Beer. See Barrels, Ale and Beer.		Linseed.....	4		
Kettles, Large Iron.....	2	Linters. See Paper Stock.			
Kerosene. See Coal Oil.		Liquors, in glass, boxes or baskets, N. O. S.	1½		
Kindlings, in bundles.....	6	Liquors, in wood, N. O. S.....	1		
Knapsacks. Same as accou- trements.		Liquors, Whisky, Domestic Brandies & Domestic Wines, in wood, owner's risk of leakage, value limited to 75c. per gallon and so endorsed on bill of lading	2		
Knives. See Cutlery.		Liquors, Whisky, in wood, N. O. S.	2		
Knives, Hay. See Agricul- tural Implements.		Liquors, Whisky, in boxes or baskets	1		
Kowrie. See Gum.		Lithographic Stone.....	1		
Knitting Factory Products, wholly of cotton	5	Live Stock, Horses and Mules, L. C. L.....	1		
L		Live Stock, Horses and Mules, C. L.....	2		
Ladders, not over 30 feet long	1	Live Stock, Cattle, Sheep, Hogs, etc., L. C. L., without percentage. See Rule gov- erning Live Stock	4		
Ladders, over 30 feet long..	D 1	Live Stock, Cattle, Sheep, Hogs, etc., C. L., without percentage	3		
Ladders, Step.....	2	Locomotives and Tenders. See Cars.			
Lampblack, in casks, barrels or boxes.....	3	Locomotive Tires. See Iron.			
Lamps and Lamp Goods, p'ked	2	Logging Cars, K. D. or set up, see Cars.			
Land Plaster. Same as fert'zrs.		Logs, for saw mills.....	P		
Lanterns, packed	1	Logs, for chair timber, not over 4½ feet long, C. L., 24,000 lbs. P, less 20 per cent.			
Lard	4	Logwood.....	2		
Lasts, Shoe	3	Logwood, Extract of, C. L., dry.	4		
Laths, actual weight, C. L.....	P	Looking Glasses, same as Mir's			
Laths, L. C. L.....	B	Looms. See Machinery.			
Lead, bar or sheets, in boxes..	5	Lumber, Dressed or Rough, L. C. L.....	B		
Lead, in casks or pigs.....	6	Lumber, Dressed or Rough, C. L., 24,000 lbs. See Rule 12..	P		
Lead, Black, in kegs or bbls..	5	Lye, Concentrated.....	5		
Lead Pipe. See Pipe.		M			
Lead, White, same as Paints.		MACHINERY.			
Leather, loose N. O. S.....	1	Boilers, Sectional. Same as Boilers, but not to be taken as Castings.....			
Leather, in rolls or boxes.....	3	Boilers, Steam, 30 feet and over. See rule 14	2		
Leather, Scrap, in bales	4		1		
Leaves, powdered, in boxes or barrels	1				
Lemons, Oranges, under Fruit.					
Lentils, in bags, boxes or bbls.	3				
Letter Boxes. See Boxes.	4				
Licorice, in sticks, roots or mats	3				
Licorice, in mass, boxed.....	4				
Lightning Rods, in boxes	3				
Lightning Rods, in bundles	2				
Lightning Rod Fixtures, p'ked.	2				
Lemon or Lime Juice, in bbls..	4				
Lemon or Lime Juice, in glass, packed	1				
Lime, in sacks, casks or barrels, C. L.....	2				
Lime, in sacks, casks or barrels, L. C. L.....	B				
Lime, Chloride of, in barrels or casks.....	6				
Lime, Chloride of, N. O. S....	4				
Lime (Liquid), prepared for					

CLASSIFICATION OF THE

	C. R.	O. R.		C. R.	O. R.
Boilers, under 30 feet. See Rule 14.....	3		Machines, Mowing and Reaping, Binders and Harvesters. See Agricultural Implements		
Engines, Caloric, Fire, Portable and Stationary. See Rule 14.....	2	3	Machines, Sewing, unboxed ...	3	T 1
Brick Machines. See Rule 14..	4		Machines, Sewing, or parts, set up, crated or boxed	1	
Cotton Presses, set up. See Agricultural Implements.			Machines, Sewing, or parts, K. D., boxed or crated	3	
Cotton and Woolen, except Looms, set up	D 1	1	Machines, Shingle	2	
Cotton and Woolen, except Looms, crated	1	1	Machines, Smut. See Agricultural Implements.		
Cotton and Woolen, except Looms, K. D., and boxed.....	1	2	Machines, Washing	2	
Hoisting, K. D. See Rule 14..	4		Macaroni.....	1	
Loom	3	T 1	Mackerel. See Fish.		
Machinery, N.O.S., C.L. (20,000 lbs. to be charged for). See Rule 14..	4	6	Madder	3	
Machinery, N. O. S., L. C. L. See Rule 14.....	2	3	Malt	D	
Machinists' Tools (Planers, Lathes, Drill Presses, etc.)...	2	3	Malt, in boxes	1	
Printing Presses, K. D., boxed or crated.....	3		Malt, Extract, same as Ale.		
Printing Presses, K. D., not boxed	1	2	Manganese, Crude.....	P	
Printing Presses, set up.....	D 1	1	Manganese, Ground, packed..	5	
Saw Mills, L. C. L. unboxed in parts.....	2	3	Manilla	3	
Saw Mills, L. C. L., boxed in parts.....	4		Mantels, Iron. See Iron.		
Saw Mills, C. L., same as Machinery, N. O. S.....	4		Mantels, Slate, packed	2	
Shaftings, Hangers, Pulleys, etc	2	5	Manure, Stable (C.L. 24,000 lbs)	P	
Shingle Machines.....	5		Maps, boxed.....	1	
Stamp Mill Machinery, boxed, L. C. L.....	5		Marble and Granite, same as stone.		
Stamp Mill Machinery, boxed, C. L.....	6		Marl, same as Lime.		
Stamp Mill Machinery, loose, L. C. L.....	4		Marble Dust, C. L., in barrels..	L	
Stamp Mill Machinery, loose, C. L.....	5		Marble Dust, L. C. L., in bbls.	B	
Stamp Mill Castings, L. C. L.	6		Marbles, in casks or boxes.	4	
Stamp Mill Castings, C.L	M		Marble Tiles	4	
Steam Gauges	1		Matches, in wood or paper, packed in cases, alone, marked "matches"		
Steam Heaters, packed	4		Match Splints, packed, in cases, L. C. L.....	4	
Steam Heaters, not packed ...	2	3	Match Splints, packed, in cases, C. L	6	
Tobacco Screws and Fixtures..	4		Mats and Rugs, N. O. S.....	1	
Water Wheels, Turbine. See Rule 14	3	4	Mats, Grass, Hemp, Hair, Steel, Wire, Rubber and Cocoa....	3	
Wood Working Lathes, Planing Machinery, Boring and Mortising Machines, set up. See Rule 14.....	1		Mats, Oil	1	
Wood Working Lathes, Planing Machinery, Boring and Mortising Machines, etc., packed, K. D. See Rule 14.	3		Matting	2	
Machines, Hemp. See Agricultural Implements.			Mattocks and Picks. See Iron.		
Machines, Meat Cutters.....	2		Mattresses, N. O. S.....	1	
			Mattresses, Hair	1	
			Mattresses, Straw, Cotton, Shuck and Excelsior	3	
			Mattresses, Wire or Woven...	1	
			Meal and Ashes, Cotton Seed. See Cotton Seed.		
			Meal, Corn	D	
			Meal, Oat, Rolled Oats, Shredded Oats, in boxes, barrels, kegs or drums	6	
			Meal, Oat, Rolled Oats or Shredded Oats, in sacks.....	5	
			Measures..	1	
			Meat	B	
			Meat, Bacon and Pork	B	

C. R.	O. R.	C. R.	O. R.
Meat, Fresh Beef, Sausage, Poultry (dressed) Fish (fresh)	B	Mill Stuff, C. L., 25,000 lbs.....	P
Beef, Fresh.....	B	Mince Meat	4
Beef, Smoked, in boxes or barrels	4	Mineral Waters. See Water.	
Beef and Pork, Salted in barrels, estimated weight 300 lbs	B	Mining Cars and Wagons, same as Cars, Logging.	
Beef and Pork, Salted, in quarter and half barrels, actual weight	B	Mirrors, 3 feet or under, p'ked 3 T 1	2
Pigs' Feet and Tripe, fresh or pickled.....	B	Mirrors, over 3 feet, not exceeding 7x12, packed	3 T 1
Pigs' Feet, in glass packed.....	1	Mirrors, over 7x12, packed ... 4 T 1	D 1
Shipments of articles enumerated under head of Meat, in quantities less than 10,000 pounds, must be in bags, bales, boxes or crates.	2	Molasses. Same as Syrup.	
Meat Cutters. See Machinery.		Monuments, etc. See Stone.	
Meats, Desiccated. See Desiccated.		Mops.....	1
Medicines and Drugs, N. O. S.	1	Moss, in sacks	1
Medicines, Patent, L. C. L.....	1	Moss, pressed in bales	4
Medicines, Patent, C. L.....	1	Motes, Cotton. See Paper Stock.	
Melodeons, boxed	1	Moulder's Dust or Sand.....	5
Melodeons not boxed not taken.	2	Mouldings, boxed	2
Melons, freight guaranteed, C. L., 24,000 lbs.....	O	Mouldings, in bundles.....	1
Melons, L. C. L.....	4	Mouldings, common, for building purposes	4
Merry-Go-Rounds, L. C. L....	1	Mouldings, N. O. S.....	D 1
Merry-Go-Rounds, C. L., without percentage.....	3	Mouse Traps. See Traps	
Meters, Gas, boxed.....	1	Mowers. See Agricultural Imp.	
Meters, Gas, not boxed, not taken.	6	Mucilage, packed	2
Meters, Water, boxed	3	Musical Instruments, N. O. S.	D 1
Meters, Water, not boxed not taken.	1	Mustard, Ground, in boxes	2
Mica	3 T 1	Mustard, prepared, in glass, packed	2
Mileage, Car, s-e Car Mileage.		Mustard, prepared, in kegs or barrels	3
Milk, Condensed, boxed	4	Mustard Seed.....	6
Millet	D	N	
Millet Seed. See Seed.		Nails, Brass and Copper, well packed, in boxes or kegs.....	3
Millinery	1	Nails and Spikes, Iron. See Iron.	
Millo Maize, in bags or sacks ..	6	Naphtha, in iron casks	6
Mills, Barilla Bark and Cob....	4	Naphtha, Casks, returned e'pty	6
Mills, Cane. See Agricultural Implements.	2	Nitre, Cake, same as Fertilizers.	
Mills, Cider. See Agricultural Implements.		Notions	1
Mills, Coffee and Paint, set up	2	Nutmegs	2
Mills, Corn. See Agricultural Implements.		Nuts, Chestnuts, prepaid.....	5
Mills, Cotton Seed. See Agricultural Implements.		Nuts, Pecans, in barrels, L.C.L	3
Mills, Flour, roller	2	Nuts, Pecans, in barrels, C. L.	5
Mills, N. O. S	2	Nuts, Cocoa, packed or sacked, L. C. L.....	5
Mill Stones, finished.....	4	Nuts, Cocoa, C. L.....	6
Mill Stones, rough	5	Nuts, Edible, in bags, N. O. S.	1
Mill Stuff. Rule 12. L. C. L.	C	Nuts, Edible, in barrels or casks, N. O. S.....	2
		Nuts, Peanuts and Chufas, L. C. L.....	5
		Nuts, Peanuts and Chufas, C.L	6
		O	
		Oakum	4
		Oats, see Grain.	
		Oatmeal, see Meal.	
		Oil Cake. Same as Fertilizers.	
		Oil Cloth, 16 feet long or over, boxed	1

CLASSIFICATION OF THE

	C. R.	O. R.		C. R.	O. R.
Oil Cloth, less than 16 feet long, boxed.....	2		Oranges, see Fruit.		
Oil Cloth, baled	1 1/2	1	Ordnance Stores, N. O. S.....	1	
Oil Cloth, not boxed or baled, not in shipping order.			Ores, Iron, L. C. L.	6	
Oil, Castor, in glass, packed....	1	2	Ores, Iron and Limestone for Furnaces, C. L., 25,000 lbs., Class P, less 40 per cent.		
Oil, Castor, in bbls.....	3		Ores, samples or specimens, must be prepaid	6	
Oil, in cans, encased in wood..	1	3	Organs. See pianos.		
Oil, Coal, or its products, Kerosene, Lubricating, the product of Coal Oil, Pine in bbls., L. C. L....	3	4	Oysters, in cans or kegs.....	4	
Oil, Coal, or its products, Kerosene Lubricating, the product of Coal Oil, Pine, in bbls., C. L.	3	6	Oysters, shell, in barrels.....		5
Oil, Coal, or its products, Kerosene, Lubricating, the product of Coal Oil, Pine, in cans	D 1	1	Oysters, shell, in bulk, C. L....	K	
Oil, Coal, or its products, Kerosene, Lubricating, the product of Coal Oil, Pine, in cans, boxed, L. C. L....	1		Oysters, in glass, packed.....	1	2
Oil, Coal, or its products, Kerosene, Lubricating, the product of Coal Oil, Pine, in cans, boxed, C. L.	2	4			
Oil, Coal, or its products, Kerosene, Lubricating, the product of Coal Oil, Pine, in tank cars	6		P		
Oil, Coal, or its products, Kerosene, Lubricating, the product of Coal Oil, Pine, in tank cars or barrels, must always be charged at actual weight			Packing, Asbestos. See Asbestos.		
Oil, Cocoa, in original packages	1	2	Packing, Hemp	4	
Oil, Cocoa, in barrels	3	4	Packing, Metallic.....	2	
Oil, Palm Seed, crude, L. C. L., Class K with 20 per cent. added			Packing, Rubber.....	3	
Oil, Cotton Seed, any quantity, without percentage.....	R		Paintings and Pictures, well boxed, value of each box not to exceed \$200.....	D 1	E
Oil, Kerosene. See Coal Oil...			Paintings and Pictures, over \$200 in value.....	3 T 1	D 1
Oil, Lard and Linseed	3	4	Paints, Dry, in cases.....	5	
Oil, Lubricating, the product of Coal Oil. Same as Coal Oil			Paints, bulk, in barrels or casks, dry, L. C. L.....	6	
Oil, Pine, same as Coal Oil			Paints, bulk, in bbls., casks or sacks, dry, C. L.....	L	
Oil, Sassafras, in glass or cans, boxed.....	3 T 1	D 1	Paints, bulk, in barrels or casks, in liquid	5	
Oils, in glass or cans, packed, except Coal Oil and Sassafras Oils.....	1	2	Paints, bulk, in kegs, liquid....	5	
Oils, in jars, not packed, not taken.	3	4	Paints, in pails or cans, packed	3	
Oils, N. O. S., in bbls.....	1	2	Paints, in pails or cans, unpacked	1	
Oleomargarine, see Butter.	3		Paints, in cans, packed	1	4
Olives, in glass, packed.....	1	2	Paints, Metallic, same as Paints.		
Olives, in barrels or casks.....	4		Paneling, See Wood-work.		
Onions, in barrels.....	3	6	Pants, Jeans (Cotton).....	6	
Onion Sets	3		Pants, Jeans (Cotton and Wool Mixed) in bales or in cases...	3	4
			Paper Bags. See Bags.		
			Paper Barrels, nested, packed..	2	
			Paper Barrels, not nested.....	4 T 1	
			Paper, Binder's Board. See Binder's Board.		
			Paper, Bottle Covers, packed or pressed in bales.....	3	
			Paper Boxes. See Boxes, Paper.		
			Paper Cans. See Cans, Paper.		
			Paper, Card.....	1	
			Paper Collars. See Collars.		
			Paper Hangings, in bundles..	1	
			Paper Hangings, boxed.....	2	
			Paper, Medicated or Closet....	3	
			Paper, Pasteboard	4	
			Paper, Printing, Wrapping, or Roofing.....	B	
			Paper, same as above, in boxes	2	

	C. R.	O. R.		C. R.	O. R.
Paper in rolls for manufacture of bags.....	B		Pianos, Organs and Melodeons, boxed	1 1/2	1
Paper Pulp. See Pulp.			Pianos, Organs and Melodeons, unboxed, not taken.		
Paper, Roofing.....	B		Pickers, Cotton, Raw Hide.....	2	
Paper, Sand and Flint	3		Pickles, in glass, packed.....	1	2
Paper Stock, Waste—Cotton Sweepings, Motes, Re-gins and Linters, in bales, with privilege to carrier of compressing, value limited to 2 cents per pound.....	R		Pickles, in barrels or casks.....	4	
Paper Stock, Waste—Cotton Sweep'gs and Motes, N. O. S.	6		Pickles, in cans, boxed	4	
Paper Stock, Waste—Cotton, N. O. S.....	5		Picks and Mattocks. See Iron.		
Paper Stock, Waste—Woolen Jute or tailings, in bags.....	6		Picture Backing, in packages...	4	
Paper Stock, Waste—Woolen Jute or tailings, pressed in bales	6		Picture Frames, unboxed	3	T 1
Paper Stock, Waste—Paper in sacks, bbls. or hhds.....	6		Picture Frames, boxed.....	1 1/2	1
Paper Stock, Waste—Paper pressed in bales or crates	R		Pictures. See Paintings.		
Paper Stock, Waste—Rags, in sacks, bbls., bales, hhds. or crates.....	5		Pigs Feet. See Meat.		
Paper Straw Boards	5		Pine Apples, in cans, boxed....	4	
Paper, Wall, any quantity, in bundles.....	1	3	Pine Apples, in glass, packed...	1	3
Paper, wall, any quantity, in boxes.....	2		Pine Apples, C. L. and L. C. L. See Oranges, etc., under Fruit.		
Paper Ware, N. O. S..	1		Pine Straw (loose) C. L. 20,000 lbs. Class P, less 20 per cent.		
Paper, Writing, Book or Blotting, in boxes.....	2		Pins, in cases.....		1
Parers, Fruit, boxed	2		Pins, Clothes. See Clothes Pins.		
Paris, White, same as paint.	6		Pins, Insulators. See Telegraph Brackets.		
Paste, in barrels.....			Pipe, Copper, Brass or Metal, N. O. S.....	1	
Peaches, green. See Fruit.			Pipe, Copper, Brass or Metal, N. O. S., boxed..	3	
Peaches, dried. See Fruit, Dried			Pipe and Tile, Drain or Roofing, L. C. L	5	6
Peach Stones, packed ..	6		Pipe and Tile, Drain or Roofing C. L., 25,000 pounds.....	R	P
Pearline	4		Pipe, Earthen(not Drain),L.C.L.	1	5
Peanuts. See Nuts.			Pipe, Earthen (not Drain), C. L.	3	6
Pearl Ash	5		Pipe Fittings. See Iron.		
Peas, in boxes.....	2		Pipe, Iron. See Iron, Bar, Band, etc.		
Peas, in bags or barrels. Same as grain.			Pipe, Iron, in coils, parts of ice machinery, L. C. L		3
Pecans. See Nuts.			Pipe, Iron, in coils, parts of ice machinery, C. L.....		6
Pegs, Shoe, in bags	1		Pipe, Lead, in rolls or reels.....	4	
Pegs, Shoe, in barrels or boxes..	2		Pipe, Lead, in casks.....	5	
Peltries. See Skins.			Pipe Organs, K. D., boxed, same as Pianos.		
Pencils, Slate	3		Pipe, Sheet Iron, Spiral	1	3
Pepper and Spices, in bags	3		Pipe, Stove, and elbows, L. C. L.	D 1	
Pepper and Spices, N. O. S., ground, in boxes	2		Pipe, Stove, and elbows, C. L., Loose or in bundles, straight or mixed, min. weight 20,000 pounds	3	5
Pepper Sauce, in glass, packed..	1		Pipe, Stove, side seams not closed, viz: nested and wired or crated, L. C. L.....	1	
Perfumery	1		Same, O. R. of rust, L. C. L..	1	3
Petroleum. See Coal Oil.			Pipe, Nested and wired or crated, or otherwise, C. L, min. weight 20,000 lbs.....	3	5
Phosphate Rock (C. L. 24,000 pounds)	P	1			
Photographic Material.....					

CLASSIFICATION OF THE

	C. R.	O. R.		C. R.	O. R.
Pipe, Tin, boxed	2		Powers, Horse. See Agl. Imp.		
Pipe, Wood, L. C. L	8		Preserves, in glass, packed.....	1	3
Pipe, Wood, C. L	4	5	Preserves, in cans, boxed	4	
Pipes, Tobacco, in boxes	1		Preserves, in wood, N. O. S	3	
Pitch, any quantity. Same as Rosin			Presses, Cider. See Agricultural Implements.		
Planters. See Agricultural Implements.			Presses, Cotton and Hay. See Agricultural Implements.		
Plaster, Calcined, L. C. L	6		Presses, Copying.....	2	
Plaster, Calcined, C. L.....	A		Presses, Print'g. See Machin'ry		
Plaster, Castings. See Castings.			Presses, N. O. S	2	
Plaster, Land, same as Fertiliz's.			Printed Matter, in sheets, boxed, prepaid	2	
Plaster of Paris	5		Prints	1	
Plate, Tin. See Tin Plate.			Pruners. See Agricultural Implements.		
Plated or White Ware.....	1		Prunes, in boxes or kegs.....	2	
Plates, Paper and Wood, L. C. L	8		Prunes, in casks	4	
Plates, Paper and Wood, C. L., not less than 24,000 lbs.	6		Pulley Blocks.....	4	
Plows. See Agrl. Implements.			Pulleys	4	5
Plow Material. See Agrl. Imp.			Pulp, Paper or Wood	R	
Plumbago	5		Pumice Stone.....	3	
Plumbers' Material, N. O. S., packed.....	4		Pumps and Pump Material, wooden, L. C. L.....	3	4
Poles, Tent. See Tents.			Pumps and Pump Material, wooden, C. L.....	4	5
Poles and Posts, N. O. S.			Pumps, Hand.....	1	
Polishing Powders and Compounds. See Powders.			Pumps, Steam, pumping engines and machinery, L. C. L	3	4
Polish, Stove and Shoe, packed.	4		Pumps, Steam, pumping engines and machinery, C. L. .	4	5
Polish, Stove and Shoe, in Glass, packed	3		Putty, L. C. L.....	5	6
Ponies, Shetland, same as Live Stock.			Pyrites, L. C. L. (prepaid), in boxes or barrels	B	
Porcelain Ware.....	1	2	Pyrites, C. L., 24,000 lbs.....	P	
Pork. See Meats.			Q		
Porter, same as Ale.			Quartermaster's Stores	1	
Posts, split or round, minimum car load 30,000 lbs., Class P, less 20 per cent.			Quicksilver, in iron flasks.....	1	
Potash, N. O. S.....	5		R		
Potash, Ball, package.....	5		Radiators, not packed	1	
Potash, German, Muriate of and Sulphate of. Same as Fertilizers.			Radiators, packed	3	
Potatoes, L.C.L, in bbls.or sacks	6	R	Rags, see Paper Stock.		
Potatoes, C. L.....	6	D	Railing. See Woodwork.		
Poultry, dressed. See Meat.			Raisins, not strapped	1	
Poultry, live, C. L.....	1	N	Raisins, strapped	2	
Poultry, live, L. C. L	1	2	Rakes, see Agricultural Implements.		
Powder, Baking.....	3		Rattan	1	
Powder, Bleaching	4		Rat Traps. See Traps.		
Powder, Gun and other Explosives, L. C. L.....	D 1		Reapers. See Agricultural Imp.		
Powder, Gun, and other Explosives, C. L., 5,000 lbs. or over	1		Red Lead. Same as Paints.		
Powdered Leaves, in boxes or barrels	1		Reeds	2	
Powders and Washing Compounds, etc.....	1		Reflectors, packed	D 1	1
Powders, Cattle, Horse or Condition	4		Refrigerators, see Furniture.		
Powders, Polishing, Compounds, etc.....	3		Re Gins. See Paper Stock.		
			Registers, Cash, boxed	D 1	
			Retorts, Clay	1	
			Retorts, Copper.....	2	
			Retorts, Iron, see Iron.		
			Retorts, Soda Water..	4	

	C. R.	O. R.		C. R.	O. R.
Rice, rough.....	D		Saddlery	2	
Rice in Sacks.....	C		Saddlery, Horse Collars.....	2	
Rice, clean, in bbls. or casks...	C		Saddlery, Harness, boxed.....	2	
Rice, clean, in boxes or kegs...	3		Saddlery, Harness in bundles..	1	
Rice Flour. See Flour.			Saddles, not boxed	1	
Rivets, Iron. See Iron.			Saddles, boxed.....	2	
Robes, Buffalo	D 1		Saddle Trees, not boxed.....	1	
Rods, Nail, see Iron.			Saddle Trees, boxed	2	
Rollers, Field, Road and Sugar, see Agricultural Implements			Sadirons See Iron.		
Rollers, Printers.....	1		Safes, Iron, each weighing 3,000 pounds or less. See Rule 14.....	4	
Roofing, Asbestos, see Asbes- tos.			Safes, Iron, each weighing over 3,000 lbs, and not over 6,000 lbs. See Rule 14	3	
Roofing, Composition.....	4		Safes, Iron, each weighing over 6,000 lbs., and not over 10,000 lbs. See Rule 14.....	2	
Roofing, Felt, in bundles or rolls	5		Safes, Iron, each weighing over 10,000 lbs. Special Contract. See Rule 14.		
Roofing, Glass	2		Safes, Meat and Pantry, set up.	1	1
Roofing, Granite, packed	5		Safes, Meat and Pantry, K. D., packed	2	3
Roofing, Iron. See Iron Roofing	5		Safes or Covers, Cheese, boxed. 3 T 1	1	
Roofing, Slate, L. C. L.....	6		Sago, in bags, boxes or barrels.	3	
Roofing, Slate, C. L. See Rule 12. 25,000 lbs.....	P		Sails.....	1	
Roofing, Tile. See Pipe			Saleratus. See Soda.		
Roofing, Tin, in rolls	5	6	Sal Soda.....	6	
Root, Angelica, in barrels or boxes	1		Salt, in sacks, L. C. L.....	C	
Roots and Herbs, value not over 10c. per pound.....	4		Salt, in sacks, C. L.....	O	
Roots and Herbs, value over 10c. per pound.....	3		Salt Cake, same as Fertilizers		
Rope, N. O. S.....	3		Salt, Table	6	
Rope, Bed Cord	3		Salts, Bleaching, same as Lime, Chloride of.		
Rope, Clothes Line.....	3		Salts, Epsom, in casks or bbls..	5	
Rope, Hair. See Hair.			Salts, Epsom, C. L.....	R	
Rope, Old	6		Salts, Epsom, N. O. S.....	4	
Rope, Cotton. See Domestics.			Saltpetre, L. C. L.....	5	
Rope, Hemp or Jute	5		Saltpetre, C. L.....	M	
Rope, Wire. See Wire.			Samp.....	2	
Rosin, any quantity, Class K, less 20 per cent. Without percentage.			Sand, C. L., N. O. S. See Rule 12. 30,000 lbs; P less 20 per ct		
Rosin Dross. Same as Rosin.			Sand, L. C. L., in barrels	B	
Rubber Belting. See Belting.			Sand or Dust, Moulding.....	5	
Rubber Car Springs, see Springs			Sand Paper. See Paper.		
Rubber Clothing and Rubber Goods, N. O. S. see Clothing.			Saratoga Chips.....	5	
Rubber Hose, see Hose.			Sardines. See Fish.		
Rubber Packing, see Packing.			Sash, Blinds, Doors and Frames, L. C. L.....	3	4
Rubber, old scrap	5	R	Sash, Blinds, Doors and Frames, C. L.....	B	
Rugs, N. O. S.....	1		Sash, Glazed, L. C. L.....	1	4
Rugs, Grass, Hemp, Hair, Steel, Wire, Rubber and Cocoa....	3		Sash, Glazed, C. L	5	6
Rugs, Oil	1		Sash Weights. See Iron.		
Rustic Work, not boxed.....	3 T 1		Sauce, Pepper, in glass, packed	1	2
Rustic Work, crated	1	1	Sauces, N. O. S.	1	
Rustic Work, entirely boxed...	2		Sauer Kraut, in barrels.....	4	
Rye. See Grain.			Sausage. See Meat.		
			Sawbucks, Wooden,in bundles	3	
			Sawdust, L. C. L., in barrels or bags.....	6	

S

Sacks. See Bags.

CLASSIFICATION OF THE

	C. R.	O. R.		C. R.	O. R.
Sawdust, C. L., loose	L		Shoe Pegs. See Pegs.		
Saw Logs. See Logs.			Shoe Polish. See Polish.		
Saw Mills. See Machinery.			Shoes. See Boots.		
Saws, Circular, packed.....	1		Shoes, Horse and Mule, in kegs.....	2	of 6
Saws, Circular, boxed.....	2		Shooks and Heading. See Bar- rel Material.		
Saws, Drag.....	2		Shorts. See Rule 12.....	D	
Saws, Drag, with Horse Power	5		Shot, in bags or boxes	2	
Saws, N. O. S., packed	1		Shot, in kegs or double sacks..	5	
Scales and Scale Beams, set up, wrapped	1	2	Shovels. See Agl Imp.		
Scales and Scale Beams, K. D., wrapped	3	4	Show Cards. See Signs.		
Scales&Scale Beams,K.D.,b'xd	4	6	Show Cases.....	4	T 1
Scrapers, Road and Pond. See Agricultural Implements.			Show Cases, entirely boxed... D 1		1½
Screens.	1		Shrubbery. See Trees.		
Scythes. See Agricultural Im- plements.			Shucks, in bales,rough. Rule 12	D	
Sea Grass, pressed in bales.....	4		Shucks, prepared, b a l e d, shipped from factory or fur- niture warehouse.....	4	
Seed, Corn, in boxes.....	2		Shuttle Blocks, rough.....	3	
Seed, Flax.....	4		Sieves, Tin, nested, packed in boxes.....	2	
Seed, Garden	2		Sieves, Wire. See Wire		
Seed, Garden, returned over same line by which origin- ally forwarded.....	4		Signs, Card, Metallic or Wood, boxed	2	
Seed, Grass and Clover.....	3		Signs, Glass. Same as Glas-, Colored, Stained, etc.		
Seed, Grass and Clover, C. L.	4		St. John's Bread, in bbls. or boxes	1	
Seed, Linseed.....	4		Signs, Trade, boxed, freight to be prepaid or guaranteed.....	2	
Seed, Millet.....	B		Sizing, for factories, L. C. L....	5	
Seed, Mustard.....	6		Sizing, for factories, C. L....	6	
Seed, N. O. S.....	2		Skewers, wooden	4	
Separators. See Agricultural Implements.			Skins, Deer, pressed in bales.	2	
Sewing Machines. See Mach'y			Skins, Fur and Peltries, value limited to 25c. per lb. in bags	D 1	B
Shades, Window. See Win- dow Shades.			Skins, Fur and Peltries, value limited to 25c. per lb., press- ed in bales.....	1	3
Shadines. See Fish.			Skins, Fur and Peltries, N.O.S. D 1		
Shafting. See Machinery.			Skins, Sheep, Dry, baled.....	1	
Shafts. See Vehicle Material..			Skins,Sheep,Green, in bundles	2	
Shavings and Chips, pressed in bales	6		Skins,Sheep,Salted, in bundles	3	
Sheathing, Metallic, boxed or crated, or in bundles, wired..	3		Slate Mantels. See Mantels.		
Sheetings. Same as Domestics.			Slate Pencils. See Pencils.		
Sheep. See Live Stock.			Slate Roofing. See Roofing		
Sheep Skins. See Skins.			Slates, School, boxed	3	
Shellac. See Gum.			Slats	B	
Shellers. See Agricultural Im- plements.			Sledges. See Iron.		
Shells, Sea, L. C. L., prepaid...	D 1	1	Smoke Stacks. See Rule 14.....	1	
Shells, Sea, C. L., prepaid.....	5		Smokers, Bee. See Bee Smokers		
Shingles, L. C. L.....	B		Snaths. See Agl. Imp.		
Shingles (actual weight), C. L.	P		Snuff, in casks, bbls. or boxes..	2	
Shingles, Metallic, boxed	4		Snuff, in jars, packed.....	2	
Ship Stuff. Same as Bran.			Snuff, in jars, not packed.....	D 1	
Shirting. Same as Domestics.			Soap, Castile and Fancy.....	2	
Shirts			Soap, Common, in boxes.....	6	
Shirts and Drawers, unlaun- dried, entirely cotton. Same as Domestics.			Soap Stock, including cotton seed oil foots, without per- centage	R	
Shoe Findings. See Findings.					
Shoe Lasts. See Lasts.					

	C. R.	O. R.		C. R.	O. R.
Soapstone, Crude, C. L. See Rule 12, 25,000 lbs.	P	4	newspapers, from manufacturer.....	2	
Soapstone, packed.....	2		Stereotype Plates, old (boxed) returned to manufacturer....	5	
Soda, in kegs, boxes and drums	5		Stereotype Plates, N. O. S.....	2	
Soda, Ash. Same as Fertilizers.			Stills, Worm, crated.....	1	3
Soda, Caustic, in iron casks or drums	6		Stone, Granite and Marbl-, viz: Stone, Granite and Marble Blocks, including Monuments, rough or dressed or finished, unlettered, valuation limited to 20 cents per cubic foot, C. L.....		
Soda Fountains. See Fountains, Soda.			The same, L. C. L.....	P	3 of 6
Soda Fountain Retorts. See Retorts.			Slabs, dressed, boxed or crated, L. C. L.....	3	
Soda, Nitrate and Sulphate of, L. C. L.....	6		Slabs, including Tile, rough or dressed, or carved; cut or sawed into shape (but not polished), protected (otherwise at owner's risk), for use in the fundamental construction of buildings, valuation limited to twenty cents per cubic foot, Class P., less twenty per cent. (without percentage), but not subject to Rule 30.		
Soda, Nitrate of. Same as Fertilizers.	6		Blocks, Paving, rough; rubble and Crushed Stone, C. L. 30,000 lbs., Rule 12, Class P, less 20 per cent		
Soda, Sal.....	6		Curbing, C. L. Class P., less 20 per cent.		
Soda, Silicate of.....	6		Monuments and Grave-Stones, packed and prepaid.....	1	3
Softner, Cotton and Woolen, N. O. S.....	5		A car-load of Stone or Marble N. O. S., embraces 25,000 lbs.....		
Softner, Cotton and Woolen, in barrels	B		Stoneware. Same as Earthenware.		
Solder	5		Stools, Piano	1	
Sorghum, in half bbls., barrels or hogsheads.....	R		Stove Boards, boxed or crated.	3	
Spades. See Agrl. Imp.			Stove Pipe. See Pipe.		
Spelter, in slabs or casks.....	5		Stoves, Gas and Oil, boxed.....	1	
Spices. See Pepper.			Stoves, Stove Plates, and Stove Furniture and Hollow Ware, including the necessary pipe, L. C. L.....	1	3
Spikes, Iron. See Iron.			Stoves, Stove Plates and Stove Furniture and Hollow Ware, C. L., not less than 24,000 lbs.	3	5
Spokes and Shafts. See Vehicle Material.			Straw. See Hay, Rule 12.		
Sponge	D	1	Straw Boards	5	
Spools and Beams, Yarn, empty, without percentage..	6		Straw Goods	1	
Spreaders. See Agricultural Implements.			Straw, Pine. See Pine.		
Springs, Bed. See Furniture.			Straw or Wooden Bottle Covers pressed in bales	3	
Springs, Car, N. O. S.	6		Stucco. Same as Plaster, Calcined.		
Springs, Car, Rubber, loose....	4		Sugar, in bags	2	4
Springs, Car, Rubber, boxed...	5				
Springs, Iron, Bed, in barrels..	3				
Springs, Vehicle. See Vehicles					
Stair-Work. See Wood-Work.					
Stamp Mill Machinery. See Machinery.					
Starch, L. C. L.	4				
Starch, C. L., not less than 24,000 pounds	C				
Stationery	2				
Statuary, Iron, Lawn Ornaments, etc. See Iron.					
Statues	3	T 1			
Staves. See Barrel and Box Material.		1			
Steam Gauges. See Machinery.					
Steam Heaters. See Machinery					
Steel, not packed.....	4 of 6				
Steel, packed.....	2				
Steel, wired or strapped	5				
Steel, Bars, each 200 lbs. and over	5				
Steelyards, K. D., and packed..	2				
Steelyards, unboxed	1				
Stereotype Plates (boxed) for					

CLASSIFICATION OF THE

	C. R.	O. R.		C. R.	O. R.
Sugar, in double sacks. Same as in barrels.			Tar Pitch, in bbls., same as Rosins.		
Sugar, in boxes, strapped.....	4	5	Tar Coal, in barrels, L. C. L....	B	
Sugar, in boxes, not strapped..	2	4	Tar Coal, C. L. See Rule 12....	O	
Sugar, in bbls. and hogsheads..	6		Tea	1	
Sugar Cane, L. C. L., prepaid..	6		Tea, Washing	4	
Sugar Cane, C. L., prepaid.....	O		Telegraph Brackets, in boxes, ' L. C. L	6	
Sugar, Grape.....	6		Telegraph Brackets, C. L.....	R	
Sulphates, L. C. L.....	6		Telephones, boxed.....	3 T 1	D 1
Sulphates, Ash and Soda, C. L. Same as Fertilizers.			Tents, Tent Poles and Pins.....	2	
Sulphur, in boxes, L. C. L.....	1		Terra-Cotta, in packages.....	3	4
Sulphur in barrels, L. C. L....	3		Terra Cotta, Architectural, C.L.		6
Sulphur, for manufacture of Fertilizers, C. L. Same as Fertilizers.			Terra-Cotta, Architec'l, packed in casks, tierces, etc., L. C. L.	3	5
Sumac, viz.: Ground, in bags or bbls., L. C. L	4		Terra Japonica.....	4	
Same, C. L., minimum weight 20,000 lbs.....	5		Thread, Spool Cotton and Silk	3	
Leaf, C. L., minimum weight 16,000 pounds	4		Thread. Cotton factory products, in balls, bales or skeins, same as Domestics...		
Sumac, Extract, in bbls. or casks	4	5	Threshers. See Agricultural Implements.		
Sweepings, Factory. See Paper Stock.			Tickings. Same as Domestics.		
Syrups, in barrels, half barrels or hogsheads	R.		Ties, Cotton and Hay.....	R	
Syrups, in cans, boxed, or in kegs	3	4	Tile, Drain and Roofing. See Pipe.		
Syrups, in glass, boxed.....	1		Tile, Fire, for Lining, etc.....	4	
Syrup (cane) in glass, packed..	5	6	Tile, Floor and Marble.....	4	
Tables, Billiard. See Billiard Tables.			Tile, Paving, Cement, C. L....	P	
Tackle, Fishing. See Fishing Tackle.			Tile, Paving, Cement, L. C. L., Packed	R	
Tacks, Iron.....	6		Tin, Block and Pig..	5	
Tacks, Tin, in kegs or barrels..	6		Tin Foil, in boxes.....	2	
Tailings. See Paper Stock			Tin Plate, in boxes or rolls, L. C. L	4	5
Talc.....	6		Tin plate, C. L.....	5	6
Tallow, in barrels.....	B		Tin Roofing. See Roofing.		
Tallow, N. O. S.....	5		Tin Scrap, in rolls or bundles, wired or crated	6	
Tamarinds, in boxes or kegs..	2		Tinner's Trimmings, N. O. S..	2	
Tanbark. See Bark.			Tinware and Tin Stamped Ware, boxed	4	
Tanks, N. O. S.....	3 T 1		Tires, Locomotive. See Iron.		
Tanks, Iron. Same as Boilers.			Tires, Wagon. See Iron.		
Tanks, Oil, cellar or store, O. R. B., empty, loaded in box cars	D 1		Tobacco Box Material, L. C. L....	6	
Tanks, Oil, cellar or store, O. R. B., empty, requiring flat or gondola cars, minimum weight 5,000 lbs. each	1		Tobacco Box Material, C. L....	P	
Tanks, Oil, cellar or store, O. R. B., K. D., with pump, hood and measures packed inside the body of the can...	1		Tobacco, cases and boxes, empty	1	
Tanks, Wood, set up.....	D 1		Tobacco, Cut, in boxes, bbls. or bales.....	1	
Tanks, Wood, K. D., packed...	B		Tobacco, Leaf, in cases.....	1	
Tank Stuff Same as Fertilizers.			Tobacco, Plug, in boxes or kegs	1	
Tapioca, in boxes, bbls. or bags	3		Tobacco, Screws and Fixtures. See Machinery.		

	C. R.	O. R.		C. R.	O. R.
Tongues, Smoked.....	3		V		
Tongue, Deer, in barrels, bales or boxes, value limited to 6 cents per lb., L. C. L.	5		VEHICLES AND MATERIALS FOR VEHICLES AS FOLLOWS:		
Tongue, Deer, C. L.	6		In all items under heading of Vehicles, the term 'Wagons' is intended only to apply to rough, cheap, farm wagons, with or without springs, and is <i>not intended</i> for buggies or varnished pleasure or business wagons, which articles, and articles of like character, take same classes as Buggies, Trotting Wagons, etc.		
Tonqua Beans, in boxes or bbls.	1		Carriages, Buggies, Gigs, Sulkies and Trotting Wagons, C. I., boxed or well crated, charged at not less than 8,000 pounds, excess weight in proportion	3	4
Tools, Edge.....	2		Carriages, Buggies, Gigs, Sulkies and Trotting Wagons, C. L., loose, charged at not less than 24,000 pounds, excess weight in proportion...	3	4
Tools, Mechanic, boxed.....	2		Carriages, Buggies, Gigs, Sulkies and Trotting Wagons, set up, L.C. L., actual weight	4	
Toothpicks	2		Carriages, Buggies or Trotting Wagons, L. C. L., K. D., boxed or well crated, value not to exceed \$15 per 100 lbs. in case of total loss, for which carrier is liable.....	1	
Tow, in bales.....	2		Carriages, Buggies or Trotting Wagons, L. C. L., K. D., boxed, or well crated, value over \$15 per 100 lbs., in case of total loss, for which carrier is liable.....	1	
Tow, in bales, compressed.....	3		Carriages, Buggies or Trotting Wagons and Poles, fully wrapped, shipped separate from vehicles.	1	
Toys, boxed	D 1		Carriages, Children's, K. D., in boxes, bundles or crates	1	
Trains, Sugar. See Agricultural Implemente.			Carriages, Children's, set up, unboxed.....	3	T 1
Traps, Fly	D 1		Carriages, Children's, set up, boxed.....	D 1	1
Traps, Mouse and Rat	1		Cars, Railroad. See Cars.	D 1	
Traveling Bags. See Bags.			Carts, Hand, K. D. and packed or bundled.....	3	
Trees and Shrubbery, baled or boxed, L. C. L., prepaid or guaranteed.....	6		Gigs and Sulkies, knocked down, boxed or well crated, L C. L.....	3	T 1
Trees and Shrubbery, baled or boxed, C. L., prepaid or guaranteed	O		Hearses, K. D., boxed or crated Hearses, set up. See Stage Coaches under Vehicles.	D 1	1
Tripe. See Meat.			Road, Village or Pleasure Carts. See Carriages, etc.		
Tripe, Pickled, in bbls. or kegs..	4				
Tripoli	4				
Trucks, Warehouse.....	1				
Trunks, single	1	1			
Trunks, nested, or filled with merch'dise, crated or strap'd	1	2			
Trunks, empty, or filled with merch'dise, corded or wrap'd	D 1				
Trunks, filled with merchandise, not corded or wrapped	D 1				
Trunks, N. O. S.....	D 1				
Trunks, Sample	D 1	1			
Tubs, N. O. S.....	1	3			
Tubs, Bath, boxed	1				
Tubs, Bath, unboxed.....	D 1				
Tubs, Bath, nested.....	2				
Tubs, Bath (folding), wrapped or crated.....	1	2			
Tumblers, packed	2	4			
Turbine and Water Wheels, see Wheels.					
Turnips, in barrels or sacks....	6	R			
Turpentine, Spirits, in packages less than a barrel.....	3	5			
Turpentine, Spirits, in barrels, without percentage.....	R				
Twine.....	3				
Type, boxed	2				
Type, Old, in boxes, barrels or kegs.....	3				
Type Writers, boxed.....	D 1	1			
	U				
Umbrellas, boxed..	1				
Urns, see Iron.					

CLASSIFICATION OF THE

C. R.	O. R.		C. R.	O. R.
Stage Coaches, Omnibuses and Hearses, actual weight	4	T 1	3 T 1	W
Vehicle Materials, Iron, Box, Skeins and Springs, loose.....	3		Wadding	D 1
Vehicle Materials, Iron, Boxes, Skeins and Springs, boxed..	4		Wagon Jacks, see Jackscrews, etc.	
Vehicle Materials, Iron Boxes or Skeins and Springs, in barrels or casks.....	6		Wainscoting. See Wood-work	
Vehicle Materials, Wood, Hubs, Spokes, Shafts, Bows, Felloes, Singletrees, Wheels, Bodies unfinished, etc., etc., L.C.L.	4		Washers, in kegs.....	$\frac{1}{2}$ of 6
Vehicle Materials, the same, C. L., 20,000 pounds charged for	5		Washers, in other packages...	2
Velocipedes, K. D., crated	1		Waste Paper, etc. See Paper Stock.	
Velocipedes, Bicycles or Tricycles, set up, securely boxed..	1		Water, Ammonia, in iron casks	5
Velocipedes, Bicycles or Tricycles, set up, crated.....	3	T 1	Water, Ammonia, in glass, packed	3
Velocipedes, Bicycles or Tricycles, K. D., boxed.....	1		Water, Coolers and Filters, see Coolers.	
Velocipedes, set up, not boxed or crated, not taken.			Waters, Aerated (such as Moxie), in wood.....	5
Velocipedes, Railroad.....	1		Waters, Aerated (such as Moxie) in glass or stone, packed.	3
Wagons and Carts, C. L., charged at not less than 24,000 pounds.....	4		Waters, Mineral, in wood.....	5
Wagons and Carts, Farm or Lumber, set up, act. weight.	D 1		Waters, Mineral, in glass or stone, packed.....	3
Wagons and Carts, Farm or Lumber, taken apart and thoroughly knocked down, in any quantity, act. weight.	6		Wax	4
Wagons, Children's, same as Children's Carriages.			Wax, Comb Foundation, bxd..	2
Wagons, Street Sprinklers.....	D 1		Wax Extractors, crated	1
Wagon Parts, Wood, unpainted K. D. and packed in crates or bundles.....	5		Wax, Paraffine	1
Wagon Tires. See Tires.			Wedges, see Iron.	
Valves, Brass, see Brass.			Weights, Sash. See Iron.	
Varnish, in barrels or kegs	2		Weights, clock, packed	5
Varnish, in cans, boxed	2		Well Curbing, see Curbing.	
Varnish, in cans, not boxed....	1		Well Buckets. See Buckets.	
Vaseline, in cans, packed	2		Whalebone.....	1
Vaseline, in glass, packed..	1		Wheat, see Grain.	
Vault Lights, see Glass.			Wheat, Cracked, same as oatmeal	
Vegetables, Desiccated	4		Wheat, Cracked in boxes.....	2
Vegetables, in cans. See fruit in cans.			Wheelbarrows. See Agrl. Imp.	
Vegetables, N. O. S., prepaid or guaranteed	3		Wheels and Axles, Car. See Iron Bar, Band, etc.	
Veneering, boxed.....	1		Wheels and Vehicles. See Vehicles.	
Veneering, not boxed			Wheels, Water. Rule 14.....	3
Vermicelli	1		Whetstones, boxed	3
Vinegar, see Cider.			Whips	1
Vinegar, Shavings or Chips, in bags	5		Whiskey. See Liquors.	
Vises, Iron	4		Whiting, N. O. S.....	5
Vitriol, Blue, in barrels	5		Whiting, in boxes	3
			Whiting, in bbls., casks or sacks, dry, C. L.....	L
			Willow Reeds, in bales	2
			Willow Ware	D 1
			Willow Ware Baskets, nested..	1
			Window Casings. See Wood-work.	
			Window Shades.....	1
			Window Shade Cloth...	1
			Window Frames. See Sash, etc.	
			Wind Mills, K. D., in bundles	3
			Wine. See Liquors.	
			Wines, High, same as Liquors.	
			Wire, Common, Barbed or otherwise, in reels or coils, owner's risk of wet or rust.....	$\frac{1}{2}$ of 6

	C. R.	O. R.	C. R.	O. R.
Wire Binding.....	3	5	of houses, in bundles, crates or boxes, L. C. L.....	2 4
Wire Cloth.....	1		Woodwook, viz: Railing, Balusters, Wainscoting, Stair-work, Paneling, Window Casings, all of oak or other hard woods, for inside finish of houses, in bundles, crates or boxes, C. L.....	4 6
Wire Fence.....	3	5	Woolen and Cotton Goods, mixed, without percentage..	5
Wire Goods, boxed, N. O. S.....	3		Wood Screws, in casks or bxs..	2
Wire Grass, see Grass.			Wool, washed, in bags, not pressed.....	2
Wire Mattresses	1		Wool, unwashed, in bags, not pressed.....	4
Wire Rope.....	4		Wool, washed, in bags, pressed in bales	3
Wire Sieves, boxed or crated..	2		Wool, unwashed, in bags, pressed in bales.....	6
Wire Screens.....	1		Woolen Goods, without perctge	4
Wire, Telegraph	4		Wool, Mineral, in bags.....	1
Wire, N. O. S.....	3		Wringers, Clothes, packed.....	2
Wire Work, Racks, Stands, Vases, Signs and Figures, boxed or crated	3 T 1	D 1	Wringers, Clothes, not packed. D 1	
Wire Work, Woven, Table, Toilet and Household Articles, boxed or crated.....	D 1	1		
Wood, Green, C. L. of 8 cords (to be billed by cord) Rule 12	P		Y	
Wood, Dry, C. L. of 9 cords (to be billed by cord) Rule 12...	P		Yachts. See Boats.	
Wood Ashes. See Ashes.			Yarn, Cotton. Same as Domestics.	
Wooden Butter Dishes, packed L. C. L....	3		Yarns, N. O. S.....	3
Wooden Butter Dishes. C. L., not less than 24,000 pounds.	6		Yeast, in wood.....	3
Wooden Covers. See Covers.	1	3	Yeast, in boxes	3
Wooden Ware, N. O. S.....	D 1		Yokes	1
Wooden Ware does not include Willow Ware, which is.....	3			
Wood Liquor, in barrels.....	3		Z	
Wood Plates, L. C. L.....	3		Zinc, in sheets or rolls	4
Wood Plates, C. L., not less than 24,000 lbs.....	6		Zinc, in blocks or pigs, L. C. L.	5
Wood, Hard, in the rough, shaped for manufacturing, L. C. L.....	6		Zinc, in blocks or pigs, C. L..	6
Same, C. L. (See Handles).			Zinc Cornices. See Cornices..	
Wood-work, viz: Railing, Balusters, Wainscoting, Stair-work, Paneling, Window Casings, all of oak or other hard woods, for inside finish			Zinc, Oxide.....	5
			Zinc, Paints. See Paints.	

L. N. TRAMMELL, Chairman, }
THOS. C. CRENSHAW, Jr., }
SPENCER R. ATKINSON, } Commissioners

J. D. MASSEY, Secretary.



DISTANCE TABLES
AND RELATIONS OF RAILROADS TO THE STANDARD
FREIGHT AND PASSENGER TARIFFS.

ALABAMA GREAT SOUTHERN RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 1—(See page No. 48.)

Distance Table.

Morganville.....	0	Rising Fawn.....	14	State Line..	24
Trenton.....	6	Sulphur Springs.....	19		

ALBANY & NORTHERN RAILWAY.

PASSENGER—Class A—(Three cents per mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Albany	0	Oakfield.....	18	Taylors.....	28
Smith's.....	5	Wises	21	Sawyer's	30
McDonald's	8	Warwick	22	Cordele.....	35
Philema	14	Sheffield's	25		

ATLANTA, KNOXVILLE & NORTHERN RAILWAY.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 5—(See page No. 48.)

Distance Table.

Marietta.....	0	Keitheburg.....	29	Cherry Log.....	75
Elizabeth.....	2	Ball Ground.....	35	Blue Ridge.....	83
Oak Hurst.....	4	Nelson.....	39	Murphy Junction	84
Blackwell's.....	7	Tate.....	42	Curtis.....	87
Woodstock	12	Jasper.....	47	Mineral Bluff	88
Toonigh.....	16	Westbrook.....	49	Kyle.....	92
Holly Springs	18	Talking Rock.....	53	State Line.....	95
Univeter	20	Talona	60	Kinsey's, N. C.....	103
Canton	24	Ellijay.....	67	Murphy, N. C.....	109
Brown's	25	White Path.....	73	Knoxville, Tenn...	205

ATLANTA & WEST POINT RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 2—(See page No. 48.)

Distance Table.

Atlanta	0	Coweta.....	30	Hogansville	58
McPherson	4	Powell's.....	33	Louise.....	64
East Point.....	6	Newnan	39	Whitfield	65
College Park.....	9	Moreland.....	45	Dixie	69
Red Oak	12	St. Charles.....	47	LaGrange	71
Monk's.....	16	Grantville.....	51	Gabbettville	80
Fairburn.....	18	Speer's Spur.....	55	West Point	87
Palmetto.....	25				

ATLANTIC, VALDOSTA & WESTERN RAILWAY.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Valdosta	0	Headlight.....	33	Fort Moniac	71
Blanton	7	Finlayson	38	Battenville	81
Winston	14	Suwannee River.....	47	Crackertown	85
Haylow	20	Ewings	53	Johnson City	87
Camp Morgan.....	25	Eddy's	61	Crawford	92
Craig Junction	32	Baxter	70	Jacksonville	107

AUGUSTA SOUTHERN RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.) (Minimum passenger charge twenty cents.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Augusta	0	Keysville.....	27	Mitchell.....	59
Adam.....	5	Noah.....	31	Agricola	62
Adventure	7	Matthews	32	Chalker	64
Gracewood.....	9	Wren's.....	36	Warthen	71
Richmond	11	Stapleton	41	Silas.....	78
Hephzibah	16	Avera.....	46	Sandersville	80
Bath.....	19	Gibson.....	51	Tennille	84
Blythe.....	22	Belle Springs.....	55		

BRUTON & PINEORA RAILWAY.

PASSENGER CLASS—B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Bruton	0	Keys Old Mill	19	Moore's Mill	28
Keen's	3	Leairds	20	Youmans	29
Garbut	4	McLemore	23	Stillmore	38
Scott	8	Thompson's Mill.....	26	Grimshaw.....	43
Adrian	13				

CENTRAL OF GEORGIA RAILWAY SYSTEM.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 4—(See page No. 48.) (Except Savannah and Atlantic Branch.)

MAIN STEM.**Distance Tables.**

Savannah	0	Rogers	87	Bolingbroke.....	206
Clifton	4	Herndon.....	90	Smarr's.....	213
Pooler	9	Midville	96	Forsyth	217
Bloomingdale.....	12	Sebastopol.....	99	Colliers.....	223
Meldrim	17	Wadley	107	Goggins	229
Eden.....	19	Bartow.....	111	Barnesville	234
Marlow.....	26	Johnson	116	Milner	240
Pineora	27	Davisboro	122	Orchard Hill.....	245
Guyton.....	30	Sun Hill.....	130	Griffin	251
Brewer.....	35	Tennille	135	Vineyard.....	254
Egypt.....	41	Ocnee.....	146	Pomona.....	256
Oliver.....	46	Beech Hill.....	150	Sunnyside.....	258
Haleyondale.....	50	Toomsboro.....	155	Hampton	262
Cameron	55	McIntyre.....	162	Lovejoy	267
Dover	57	Gordon	170	Jonesboro.....	274
Ogeechee.....	62	Lewiston	174	Morrow	278
Rocky Ford	66	Griswold	181	Forest	281
Scarboro	71	M. & A. Junction	186	Hapeville.....	286
Parramore Hill.....	74	Macon	191	East Point.....	288
Millen	79	Summerfield	199	McPherson	291
Cushingville.....	83	Mims Crossing.....	203	Atlanta	294

MILLEN TO AUGUSTA.

Millen	0	Thomas	15	Hollywood	41
Lawton	5	Waynesboro	21	Allen's	43
Perkins'	7	Green's Cut	27	Augusta	53
Munnerlyn.....	11	McBean	33		

CENTRAL OF GEORGIA RAILWAY SYSTEM—Continued.

SOUTHWESTERN DIVISION.

Macon to Columbia.

Macon	O Montezuma.....	49	Albany	107
Wise.....	4 Oglethorpe	51	Walker.....	117
Rutland.....	7 Green's Mill...	55	Ducker.....	120
Walden.....	10 Anderson.....	60	Holts.....	125
Echeconnee.....	12 Stewart.....	67	Leary.....	129
Byron.....	17 Americus	71	Williamsburg.....	135
Powersville.....	21 Maddox.....	76	Arlington	142
Deitzens.....	25 Sumter.....	80	Cowart.....	148
Fort Valley	29 Smithville	83	Blakely.....	156
Massey's Lane.....	34 Adams.....	89	Hilton.....	166
Marshallville.....	37 Leesburg.....	96	State Line (near Col-	
Winchester.....	39 Forrester.....	101	umbia, Ala.)	166.61
Barron's Lane.....	44			

†

Macon to Columbus.

Macon	O Fort Valley	29	Favors	73
Wise	4 Everetts.....	36	Juniper	74
Rutland.....	7 Reynolds.....	42	Box Springs.....	77
Walden.....	10 Butler.....	50	Harveys.....	78
Echeconnee.....	12 Scotts.....	55	Upatoi	83
Byron.....	17 Howard.....	60	Schatulga.....	91
Powersville.....	21 Bostick	65	Muscogee.....	97
Deitzens	25 Geneva.....	70	Columbus	100

Cuthbert Junction to Fort Gaines.

Cuthbert Junction	O Jones.....	14	Killen's Mill.....	18
Coleman.....	8 Shanty.....	16	Fort Gaines	20

Smithville to Georgetown.

Smithville	O Shellman.....	25	Morris.....	46
Bronwood.....	8 Cuthbert.....	36	Hatcher.....	51
Dawson	15 Junction	38	Georgetown	59
Graves	19 Springvale.....	42		

MACON TO ATHENS.

Macon	O Minetta.....	42	Florence	81
Morton.....	15 Monticello	45	Farmington.....	88
Grays.....	17 Adams Mill.....	51	Bishop	91
Bradleys.....	21 Machen	53	Watkinsville	95
Wayside.....	24 Shady Dale.....	54	Sidney.....	97
Round Oak.....	27 Godfrey.....	61	White Hall.....	100
Hillsboro.....	33 Madison	72	Athens	105
Adgateville.....	37			

†NOTE.—Track from Macon to Fort Valley is also given as a part of the road between Macon and Albany.

CENTRAL OF GEORGIA RAILWAY SYSTEM—Continued.**GORDON TO COVINGTON.**

Gordon	0 Eatonton.....	39	Farrar.....	62
Ivey.....	5 Linchburg.....	43	Broughton.....	66
Stevens' Pottery.....	9 Willard.....	48	Newborn.....	68
Milledgeville	18 Athon	52	Carmel.....	70
Jordan's Crossing.....	24 Aikenton	54	Hayston.....	72
Meriwether.....	26 Machen	57	Starsville	76
Dennis.....	30 Kelly.....	61	Covington	83
Meda.....	36			

FORT VALLEY TO PERRY.

Fort Valley	0 Myrtle	6	Perry	13
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AMERICUS TO COLUMBUS.

Americus	0 Buena Vista.....	29	Hallocka.....	48
Dellerfox.....	5 Elmview	32	Sizemore	51
LaCrosse	8 Kinchefoonee	35	Ochillie.....	53
Ellaville.....	15 Zelobee.....	37	Bellefonte	58
Wall's.....	18 Glen Alta.....	39	Muscogee.....	62
Putnam.....	22 Ida Vesper.....	42	Columbus	64
Doyle	25 Cusseta.....	46		

COLUMBUS TO GREENVILLE.

(See Note 6 of "Explanatory Notes.")

Columbus	0 Cataula.....	16	Magruder's.....	37
Nance's.....	7 Kingsboro.....	20	Stinson.....	40
Fortson.....	11 Hamilton.....	24	Harris City	45
Hines' Crossing.....	13 Tip Top.....	28	Greenville	50
Mobley.....	15 Chipley.....	33		

GRIFFIN TO CARROLLTON.

Griffin	0 Senoia.....	19	Sargent	42
Vaughn's	8 Turin.....	24	Whitesburg.....	47
A. & F. Crossing.....	9 Sharpsboro.	26	Carrollton	60
Brooks'	13 Newnan	36		

BARNESVILLE TO THOMASTON.

Barnesville	0 A. & F. Crossing.....	6	Stamps.....	12
Wilkinson's	2 The Rock.....	8	Thomaston	16
Middlebrook's	4			

CENTRAL OF GEORGIA RAILWAY SYSTEM—Continued.**SAVANNAH TO TYBEE.**

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—(See table below.)

BETWEEN SAVANNAH AND ANY STATION.

PER 100 LBS.						Per Bbl.	PER 100 LBS.						PER TON.	PER CAR LOAD.				Per 100 Lbs.	Per Ton 2,000 Lbs. C. L.			
1	2	3	4	5	6	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	R	
50	45	40	30	25	20	20	20	15	12	20	25				10			\$20.00	\$20.00	\$10.00	75	85

Distance Table.

Savannah.....	0	Palmetto	8	Ocean House	18
LePageville.....	2	Estill.....	16	Hotel Tybee.....	19
Debtford	3	Light House.....	16½	Chatham	20
Bartow.....	4	Fusber's Point.....	17		

CHARLESTON & WESTERN CAROLINA RAILWAY.

PASSENGER—Class A—(Three cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Augusta	0	Lulaville	8	Jenkins	11
Bon Air.....	7	Morris	9	Sneads	14

CHATTANOOGA, ROME & SOUTHERN RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 4—(See page No. 48.)

Distance Table.

Chattanooga.....	0	Summerville	45	Chambers	85
Rossville.....	4	Raccoon Mills.....	48	Caldwell	89
Mission Ridge.....	8	Lyerly.....	52	Lake	92
Battlefield	10	Taliaferro	54	Cedartown	97
Chickamauga	13	Holland.....	58	Youngs.....	102
Rock Springs.....	18	Sprite	63	Dug Down	108
Copeland	22	Lavender	67	Felton	110
Warren	24	R. & D. Junction	73	Buchanan	117
LaFayette	27	Rome	77	Bremen	125
Guilds	31	Lindale	81	Mandeville	131
Martindale	34	Siver Creek	83	Carrollton	138
Trion.....	40				

CHATTANOOGA SOUTHERN RAILROAD.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Chattanooga, Tenn.	0	High Point,	14	Smallwood Siding	28
Woodburn, Ga.	6	Kendrick,	15	Chamberlain,	30
Rock City,	7	Henrys,	17	Bronco,	32
Rock Creek,	8	Cooper Heights,	18	Sharpe,	33
Flintstone,	8	Cassandra,	20	McConnellsburg,	35
Moonsboro,	9	Kensington,	22	Harrisburg,	38
Eagle Cliff	10	Archer Siding,	23	Teloga,	40
Durham J'nc't	11	Estelle,	24	Chelsea,	43
Wessboro,	12	Marsh,	27	Gadsden, Ala.	92
Costello, Ga.	13				

CHATTANOOGA & DURHAM RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Chickamauga	0		Massey .....	.....	12
Durham Junction	5		Durham .....	.....	17

CITY & SUBURBAN RAILWAY.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—(Class No. 6—(See page No. 48.)

Distance Table.

Savannah	0	Isle of Hope	7	Burnside	12
Thomas	2	Cedar Hammock	8½	Beaulieu	12
Pritchards	4	Bethesda	10½	Montgomery	12 1-2
Sandfly	6				

COLLINS & REIDSVILLE RAILROAD.

PASSENGER—Class C—(Five Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Collins	0	Coleman's Siding	5	Reidsville	7
Wallings Siding	3				

DARIEN & WESTERN RAILROAD.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Darien.....	0	Hudson	8	Darien Junction.....	21
Ridgeville.....	3	Crescent.....	11	Sapelo Junction.....	23
Ridge.....	4	Eulonia.....	16	Middleton.....	29
Inwood.....	5	Parker Junction	18		

DOOLY SOUTHERN RAILWAY.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6.—(See page No. 48.)

Distance Table.

Richwood	0	Dorough	4	Penia	8
Lath	1				

DOUGLAS & McDONALD RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 3—(See page No. 48.)

Distance Table.

McDonald's Mill.....	0	Lowther.....	6	Downing.....	15
Sweats	3	Lost Mountain.....	7	Douglas.....	20

DOVER & STATESBORO RAILROAD.

PASSENGER—Class C—(Five Cents per Mile.)

FREIGHT—Class No. 7—(See page No. 48.)

Distance Table.

Dover	0	Clito	5	Statesboro	10
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EAST & WEST RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

Allowed 25 cents as minimum passenger charge—(Per Circular 153.)

FREIGHT—Class No. 4—(See page No. 48.)

Distance Table.

Cartersville	0	Waddells	19	Cedartown	37
Ladd's.....	4	Rockmart	23	Slaterville.....	41
Stilesboro.....	10	Pineville	25	Berry's	42
McGinnis.....	12	Fish Creek	29	Greenway	43
Taylorville.....	14	Grady	30	Esm Hill	46
Deatons.....	16	Lindsey's.....	32	Pell City	Ala 117
Davitt's	18				

FLORIDA CENTRAL & PENINSULAR RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 3—(See page No. 48.)

Distance Table.

Savannah	0	Darien Junction	43	White Oaks	85
Anderson.....	9	Townsend	46	Woodbine	89
Burroughs	12	Barrington	53	Colesburg.....	92
Way's.....	16	Everett	59	Seals	96
Limerick.....	25	74-Mile Post	64	Kingsland	101
Dorchester.....	28	Bladen	70	Evergreen	105
Riceboro	32	S. B. T. Crossing.....	73	Jacksonville	138
Jones.....	39	Waverly.....	81		

BETWEEN SAVANNAH AND SOUTH CAROLINA STATE LINE.

Savannah	0	Exley	15	Clyo	32
Savannah Yard.....	1.48	Rincon	19	State Line	
Meinhard	11	Stillwell	24		

FLOVILLA & INDIAN SPRINGS RAILWAY.

PASSENGER—Class B—(Minimum charge of 25 Cents allowed.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Flovilla	0	Indian Springs.....	3
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FOY RAILROAD.

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Rocky Ford	0	Echo	1 1/4	Portal	10
Brick Yard	$\frac{3}{4}$				

CAINESVILLE, JEFFERSON & SOUTHERN RAILROAD.

PASSENGER—Class A—(Three cents per mile.)

FREIGHT—Class No. 5—(See page No. 48, and Note 6 of "Explanatory Notes.")

Distance Tables.

Gainesville	7	Winder	27	Monroe	42
Bellmont	10	Bethlehem	32	Gresham	47
Hoschton	18	Camps	36	Social Circle	52
Mulberry	23				

JEFFERSON BRANCH.

Jefferson	0	Pendergrass	6	Bellmont	13
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GEORGIA RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 1—(See page No. 48.)

(Main Line.)

Distance Tables.

Augusta	0	Norwood	51	Alcovy	125
Wheless	5	Barnett	58	Hazelbrand	127
Belair	10	Crawfordville	65	Covington	130
Grovetown	15	Robinson	71	Almon	133
Forest	16	Union Point	76	Conyers	140
Berzelia	21	Greensboro	83	Lithonia	147
Harlem	25	Carey	89	Redan	150
Saw Dust	26	Blue Springs	92	Stone Mountain	155
Dearing	29	Buckhead	96	Clarkston	160
Bonesville	33	Madison	103	Ingleside	163
Thomson	37	Dorsey	108	Decatur	165
Mesena	43	Rutledge	112	Atlanta	171
Camak	47	Social Circle	119		

GEORGIA RAILROAD—Continued.

MACON & AUGUSTA BRANCH.

Camak	0	Sparta	25	Haddock	59
Warrenton	4	Devereux.....	32	James.....	64
Mayfield.....	13	Carrs	36	Roberts	69
Culverton.....	20	Milledgeville	46	Macon	78
Wilsons	22	Browns.....	55		

ATHENS BRANCH.

Union Point.....	0	Stephens	16	Dunlap.....	30
Woodyville.....	5	Hutchings	19	Winterville	32
Bairdstown.....	7	Crawford.....	22	Athens	39
Maxeys.....	13				

UNION POINT & WHITE PLAINS BRANCH.

W. P. Junction.....	0	Siloam	7	White Plains.....	14
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WASHINGTON BRANCH.

Barnett.....	0	Hillman	7	Washington.....	17
Sharon.....	4	Ficklin.....	9		

GEORGIA & ALABAMA RAILWAY.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 4—(See page No. 48.)

Distance Tables.

Savannah	0	Higgston	83	Penia	163
Meldrim	17	McGreggor's Mill. . .	86	Cordele	168
Cuyler	20	Ailey	90	Coney	174
Lillian.....	21	Mt. Vernon	91	Johnston's	179
Ellabelle.....	24	Oconee Brick Yard ..	93	Cabb.....	181
Lanier.....	27	Ochwalkee	95	DeSoto	185
Pembroke.....	32	Glenwood	96	Leslie	187
Morrison.....	35	Stuckey	99	Parkers	189
Groveland.....	39	Ussery's Mill	102	Perry's Siding	190
Palaky	42	Alamo	104	Huntington	191
Daisy.....	44	Erick	107	Gatewood	194
Polks	46	Helena	114	Americus	199
Claxton.....	48	Thomas & Huff's Mill.	118	New Point	204
Hagan.....	50	Oswald	119	Salters	207
Bellville.....	53	Milan	124	Plains	209
Manassas.....	55	Horton	129	Wise	215
Cummings' Mill.....	56	Rhine	133	Preston	219
Godley's Mill	60	Copeland	135	Ponders	224
Collins	61	Abbeville	139	Richland	227
Danton.....	63	Kramer	145	Randall's	231
Ohoopee.....	68	So. Lumber Co	147	Sawyer's Mill	234
Lyons.....	74	Rochelle	148	Lumpkin	236
Donovan's Mill.....	76	Pine City	152	Irvins	241
Stacer's Mill	77	Pitts	153	Louvale Jct	243
Appleton.....	78	Seville	157	Union	247
Vidalia.....	80	Williford	160	Omaha	254
Poe's Still	82	Lloyd's	162	Montgomery, Ala.	338

BETWEEN COLUMBUS AND ALBANY.

Columbus	0	Brookland	32	Belmont	62
Esquiline	5	Richland	39	Dawson	66
Massey's	8	Saville's	44	Sasser	73
Ochillie.....	11	Kimbrough's	46	Stevens	75
Sulphur Spring.....	14	Weston	48	Aremena	77
Psalmond's	15	Leverett's	52	Oakland	78
Cusseta	19	Chambliss	54	Palmyra	83
Manta	24	Parrott	56	Vason's	85
Renfroe	28	Cole	60	Albany	88

FITZGERALD BRANCH.

Abbeville	0	Bowen's Mill	12	Wilcox	19
Riedsfield.....	4	Strickland	15	Fitzgerald	22
Browning	6	Queenland	17	Whitley	27
Forest Glen	9	Lulaville	18	Ocilla	31
Carswell	11				

GEORGIA NORTHERN RAILWAY.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Pidecock	0	Hollis.....	12	Autreyville	23
Lake Station.....	3	Pavo.....	15	Mauzey	26
Oaklawn	7	Shelley.....	18	Cooper	28
Barwick.....	10	Ione	20	Moultrie	31

GEORGIA PINE RAILWAY.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

W. Bainbridge	0	Boyken.....	15	Damascus	29
Lynne.....	5	Colquitt.....	20	Rowena.....	34
Eldorendo.....	10	Corea	24	Arlington	39

GEORGIA SOUTHERN & FLORIDA RAILWAY.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 4—(See page No. 48.)

Distance Table.

Macon	0	Richwood	60	Eldorado.....	112
Sofkee	8	Cordele	65	Lenox.....	118
Avondale.....	11	Wenona.....	69	Sparks	126
Wellston.....	16	Arabi.....	75	Adel.....	128
Bonaire.....	21	Sibley.....	78	Heartpine	131
Kathleen.....	25	Dakota.....	79	Cecil.....	134
Tivola.....	29	Worth	82	Hahira	138
Grovania.....	35	Ashburn	85	Mineola	144
Elko.....	38	Sycamore.....	87	Valdosta	151
Unadilla	44	Inaha.....	92	Dasher	157
Pinehurst	49	Cycloneta.....	95	Lake Park	163
Findlay.....	52	Chula.....	98	Melrose.....	167
Vienna.....	56	Tifton	105	Palatka Fla.	285

HARTWELL RAILROAD.**PASSENGER**—Class A—(Three Cents per Mile.)**FREIGHT**—Class No. 4—(See page No. 48.)**Distance Table.**

Bowersville	O	Hartwell	10
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HAWKINSVILLE & FLORIDA SOUTHERN RAILWAY.**PASSENGER**—Class B—(Four Cents per Mile.)**FREIGHT**—Class No. 6—(See page No. 48.)**Distance Table.**

Worth	O	Davisville	11	Steeles	20
Shingler's	5	Bush	16	Pitts	21
Amboy	9				

LEXINGTON TERMINAL RAILROAD.**PASSENGER**—(Minimum charge of 25 Cents allowed.)**FREIGHT**—Class No. 1—(See page No. 48.)**Distance Table.**

Lexington	O	Crawford	4
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LAWRENCEVILLE BRANCH RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 4—(See page No. 48.)

Distance Table.

Suwanee	0	Lawrenceville	10
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LOUISVILLE & WADLEY RAILROAD.

PASSENGER—Class C—(Five Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Louisville	0	Moxley	5	Wadley	10
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MACON & BIRMINGHAM RAILWAY.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 6—(See Page No. 48.)

Distance Table.

Macon	0	Dyas	33	Woodbury	75
Sofkee	8	Culloden	39	Snelsons	80
Skipperton's	12	Yatesville	44	Harris City	83
Hardy's	16	Middlebrooks	50	Odessa	91
Lizella	21	Thomaston	57	Mountville	95
Montpelier	25	Crest	65	Robertsons	99
Morans	28	Thundering Springs	70	LaGrange	105

MACON, DUBLIN & SAVANNAH RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Macon	0	Ripley	17	Montrose	38
M. & N. Junction	2	Jeffersonville	23	Dudley	42
Swift Creek	5	Gallimore	28	Moore	48
Dry Branch	9	Danville	31	Dublin	54
Fitzpatrick	16	Allentown	33		

MIDVILLE, SWAINSBORO & RED BLUFF RAILROAD.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Midville	0 Modoc.....	13	Swainsboro	18
Summertown	6			

MILLEN & SOUTHWESTERN RAILWAY.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Mullen	0 Johnson's Warehouse..	14	Graymont.....	22
South Millen.....	1 Garfield	15	Overstreet.....	23
Emmalane.....	5 Kimball	17	Durenville	25
Butts	8 Hook's Crossing	18	Monte Junction.....	27
Thrift	11 Cowart's.....	19	Canoochee	28
Simsville	12 Summit	21	Stillmore	32

NORTHEASTERN RAILROAD OF GEORGIA.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 4—(See page No. 48.)

Distance Table.

Athens	0 Harmony	18	Gillsville.....	32
Center.....	7 Maysville	26	Lula	39
Nicholson.....	11			

OCONEE & WESTERN RAILROAD.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Dublin	0 Alcorn's.....	16	Empire	29
Hutchings	5 Chester	19	Cypress	35
Spring Haven.....	10 Yonkers.....	23	Hawkinsville	40
Dexter	13 Empire Mills.....	28		

PLANT SYSTEM.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 3—(See page No. 48.)

SAVANNAH, FLORIDA & WESTERN DIVISION.

Distance Tables.

Savannah	0	Blackshear.....	87	Boston.....	188
Southover Junction.....	3	Waycross	97	Thomasville	201
Burroughs'	12	Glenmore..	108	Leb	208
Way's.....	16	Argyle	116	Cairo	215
Fleming,	24	Homerville	123	Whigham	222
McIntosh.....	31	Dupont	131	Climax	228
Walthourville.....	39	Stockton	139	Bainbridge	237
Johnston	46	Naylor.....	144	Brinson	248
Doctertown	53	Valdosta	157	Iron City	253
Jesup	57	Ousley.....	167	Donaldsonville.....	257
Screven	69	Quitman	174	Jakin	264
Offerman	76	Dixie	181	Josephine.....	265
Patterson.....	79	Pidcock	184	Saffold	268

BETWEEN WAYCROSS AND FOLKSTON.

Waycross	0	Race Pond.....	20	Folkston.....	34
Braganza	8	Uptonville.....	28	Jacksonville, Fla.	75
Fort Mudge	15				

BETWEEN CLIMAX AND RECOVERY.

Climax	0	Faceville	15	Recovery.....	22
Fowltown	9				

METCALFE, THOMASVILLE AND ALBANY.

Albany	0	Camilla	26	Ochlochnee.....	47
Hardaway	9	Pelham	34	Thomasville	58
Baconton.....	17	Meigs	40	Metcalfe.....	68
Flint.....	20				

PLANT SYSTEM—Continued.

CHARLESTON AND SAVANNAH.

Savannah, Ga	0	Central Junction.....	7	Monteith.....	13
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BETWEEN DUPONT AND STATENVILLE.

Dupont	0	Haylow	11	Statenville	20
Forest.....		10	Alexanderville	17	

BRUNSWICK & WESTERN DIVISION.

Brunswick	0	Waresboro.....	66	Brookfield.....	121
Jamaica	16	Millwood.....	77	Tifton	129
Waynesville	24	McDonald	81	Ty-Ty.....	138
Atkinson	27	Pearson.....	89	Sumner.....	144
Lulaton.....	31	Kirkland.....	92	Poulan.....	147
Nahunta	35	Grays	99	Isabella.....	150
Hoboken.....	44	Willacoochee	100	Willingham.....	155
Schlatterville.....	49	Alapaha.....	111	Davis.....	160
Waycross	58	Enigma.....	118	Albany	170

SANDERSVILLE RAILROAD.

PASSENGER—(Minimum charge of 25 Cents allowed.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Sandersville	0	Tennille	4
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SAVANNAH & STATESBORO RAILWAY.

PASSENGER—(Class B)—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Cuyler	0	Eldora	6	Ivanhoe	10
Smith's Grove.....	2	Glisson.....	7	Woodburn.....	13
Blitchton.....	4	Olney	8		

SEABOARD AIR LINE.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 4—(See page No. 48.)

Distance Table.

Atlanta	0	Luxomni	25	Athens	73
Howell's	3	Sweetwater Park	27	Hull.....	79
Linneville.....	4	Gloster.....	28	Five Forks.....	84
Deerland Park.....	5	Lawrenceville	34	Comer.....	89
Cheshire	7	Dacula.....	40	Carlton.....	95
Calhoun.....	9	Auburn	45	Oglesby.....	99
Goodrich.....	10	Winder	51	Swift's Quarry.....	103
Belt Junction.....	11	Houses.....	56	Elberton	107
Montreal	15	Statham.....	59	Middleton	113
Tucker	18	Bogart	63	Heardmont	117
Caldwell	21	McLeroy	69	Calhoun Falls, S. C.	124
Lilburn	23	South Athens.....	71		

LOGANVILLE & LAWRENCEVILLE BRANCH.

Lawrenceville	0	Tripp	5	Loganville	10
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SMITHONIA & DUNLAP RAILROAD.

PASSENGER—Class C—(Five Cents per Mile.)

FREIGHT—Class No. 5—(See page No. 48.)

Distance Table.

Dunlap	0	Smithonia	7
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SOUTH BRUNSWICK RAILROAD.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 46.)

Distance Table.

South Brunswick	0	College	9	Waynesville	16 1-2
Gillyards.....	5	F. C. & P. Crossing.....	12		

SOUTHERN RAILWAY SYSTEM.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 4—(See page No. 48.)

ATLANTA & CHARLOTTE AIR-LINE DIVISION.

Atlanta	0	Suwannee	31	Bellton.....	67
Peachtree.....	5	Buford.....	37	Yonah.....	70
Belt Junction.....	6	Flowerly Branch.....	44	Alto	74
Roxborough.....	9	Odell's.....	48	Cornelia	78
Goodwin's.....	11	Gainesville	53	Mt. Airy.....	80
Chamblee	13	New Holland.....	55	Ayersville.....	87
Doraville.....	15	Hall.....	58	Toccoa	93
Norcross.....	19	White Sulphur.....	59	Folsom.....	99
Duluth.....	25	Lula	66		

GEORGIA PACIFIC DIVISION.

Atlanta	0	Mableton.....	16	Temple.....	46
Howell.....	3	Austell	19	Bremen	54
Peyton.....	8	Lithia Springs.....	21	Waco.....	56
Chattahoochee.....	9	Douglasville.....	27	Tallapoosa.....	64
Oakdale	10	Winston.....	33	Hooper P. O.....	68
Nickajack.....	13	Villa Rica.....	39	Birmingham, Ala	167

SOUTHERN RAILWAY SYSTEM—Continued.**EAST TENN., VA. & GA. DIVISION.****Between Atlanta and Brunswick.**

Atlauta	0	Adam's Park.....	108	Towns	176
Roseland	4	Westlake.....	115	Wilcox.....	180
Constitution.....	7	Cowarts.....	118	Lumber City.....	183
Norton.....	8	McGriff.....	121	Ocmulgee.....	184
Henrico.....	9	Longstreet].....	123	Hazlehurst	190
Moore's Mill.....	10	Wanda	126	Graham.....	196
Ellenwood.....	14	Cochran	127	Pine Grove	199
Estes	16	Empire	133	Prentiss.....	203
Stockbridge.....	19	Carne.....	135	Baxley	206
Tunis.....	23	Dubois.....	136	Heaton	210
Flippen	25	Gresston.....	137	Surrency	215
McDonough	29	Dempsey.....	139	Brentwood.....	220
Locust Grove.....	36	Williams Lumber Co.....	145	Odum.....	226
Jenkinsburg.....	41	Eastman	146	Ellis.....	233
Jackson	46	Amoskeag.....	147	Jesup	236
Flovilla	51	Godwinsville.....	151	Gardi	242
Cork	55	Steele.....	155	Bennett's Still.....	243
Berner	60	Chauncey.....	155	Pendarvis	246
Juliette	65	Missler.....	157	Grangerville	248
Dame's Ferry.....	73	Cox.....	157	Mount Pleasant.....	253
Pope's.....	75	Haunson.....	160	Everett	256
Holton.....	80	Achord	161	Belle Vista.....	259
Macon	88	Helena	164	Sapp's Still.....	262
Reid	98	McRae	166	Sterling	266
Bullard	104	Scotland	171	Brunswick	278

Between Atlanta and Chattanooga.

Atlanta	0	Long.....	56	Pinson	84
Howell	3	Ravenel.....	57	Plainville	87
Peyton	8	Hamlet.....	57	Reeves.....	91
Chattahoochee	9	Seney.....	60	Oostanaula	93
Oakdale	10	Byrd	61	Sugar Valley	98
Nickajack	13	Brice.....	63	Multer.....	101
Mableton	16	Chambers.....	67	Carbondale	104
Austell	19	Silver Creek.....	68	Phelps	108
Powder Springs	24	Lindale	70	Dalton	113
Hiram	29	Atlanta Junction	71	Waring	119
Dallas	35	Rome	74	Varnell's	123
McPherson	40	North Rome	75	Cohutta	127
Braswell	45	Harper	78	Ooltewah Junction	138
Don	49	Shannon	82	Chattanooga	153
Rockmart	52				

SOUTHERN RAILWAY SYSTEM—Continued.**ATLANTA & FLORIDA DIVISION.**

Atlanta	0	Woolsey	32	M. & B. Crossing.....	74
A. & F. Switch.....	3	Lowry.....	35	Cultoden	76
Cornell.....	6	Kallulah Junction	38	Musella	83
Haasville	10	Zetella.....	41	Roberta	89
Riverdale.....	15	Williamson	45	Gaillards	95
Selina	17	Zebulon	51	Sand Pit.....	97
Camp Creek.....	19	Meansville	56	Zenith.....	99
Kenwood	20	Piedmont	61	Lee Pope.....	99
Fayetteville.....	25	Yatesville	71	Fort Valley	105
Inman	30				

COLUMBUS DIVISION.

Columbus	0	Nebula.....	37	Williamson	72
Fortson	6	Warm Springs	42	Rover	74
Flat Rock.....	10	Raleigh	46	Griffin	80
Midland.....	13	Woodbury	51	Experiment	81
Ellerslie	18	Molena.....	56	Strickland.....	87
Ossahatchie.....	20	Neal's.....	59	Luella.....	90
Waverly Hall.....	23	Concord	63	Brown's.....	91
Oak Mountain.....	28	Jolly.....	67	Greenwood	94
Shiloh.....	33	Reid's	68	McDonough	98

ELBERTON AIR-LINE.

Toccoa	0	Bowersville	24	Harper	41
Eastanollee.....	7	Canon.....	26	Dewy Rose	44
Avalon.....	11	Royston.....	31	Goss.....	46
Martin's.....	12	Fellowship Church.....	34	Elberton	51
Lavonia	19	Bowman's	38		

CLEVELAND AND COHUTTA BRANCH.

Cleveland Tenn	0	Weatherly.....	11	Cohutta	15
Blue Spring.....	6	Red Clay.....Ga.	13		

DOCK BRANCH.

Dock Junction ..	0	Sand Fly	0.2	E. T. Docks	1.8
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SOUTHERN RAILWAY SYSTEM—Continued.

HAWKINSVILLE BRANCH.

Cochran.....	0	"Ocmulgee River Br."	9.7	Hawkinsville.....	10
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ROSWELL BRANCH.

Chamblee.....	0	Dunwoody.....	5	Roswell.....	10
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ATLANTA BELT LINE.

Howell.....	0	Thompson's.....	2	Belt Junction	3
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ATTALA AND ROME.

North Rome.....Ga.	0	Coosa.....	13	State Line.....	19
Huffaker.....	6	Mt. Hope.....	16	Gadsden, Ala.....	56
Robinson.....	9	Early	18	Attala	61
Oreburg	10				

BETWEEN ROME AND SELMA.

Rome.....	0	Van's Valley.....	13	Etna.....Ala.	23
Atlanta Junction.....	2	Cave Spring.....	15	Selma.....Ala.	196
Cunningham	9	Prior	22		

SOUTH GEORGIA RAILROAD.

PASSENGER—Class A—(Three Cents per Mile).

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Quitman.....	0	Morven.....	12	Garnet	22
Spain	6	Barney's.....	18	Heartpine	28

SPARKS, MOULTRIE & GULF RAILROAD.

PASSENGER—Class A—(Three cents per Mile.)

FREIGHT—Class No. 6—(See page 48.)

Distance Table.

Sparks	0	Pinopolis.....	11	Barbour.....	19
Berrien	3	Conoly's.....	14	Sinclair	21
Bayboro	9	Horne	16	Moultrie	24

STILLMORE AIR-LINE RAILWAY.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT - Class No. 6—(See page No. 48.)

Distance Table.

Collins	0	Corsica.....	12	McLeod.....	27
Sectionville	5	Hurryhill.....	15	Swainsboro	34
Cobbtown..	8	Stillmore	20		

SYLVANIA RAILROAD.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 7—(See page No. 48.)

Distance Table.

Rocky Ford (C.R.R.)	0	Zeagler.....	9	Waters.....	13
Williamson.....	5	Blackville.....	11	Sylvania	15
Woodcliff	7				

TALBOTTON RAILROAD.

PASSENGER—Class C—(Five Cents per Mile.)

FREIGHT—Class No. 5—(See page No. 48.)

Distance Table.

Talbotton	0	Bostick (S. W. R. R.)	7
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TALLULAH FALLS RAILWAY.

PASSENGER—Class C—(Five Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Cornelia	0	Clarkesville	8	Turnerville.....	16
Demorest	5	Anandale	11	Tallulah Falls	21

TIFTON & NORTHEASTERN RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Tifton	0	Pinetta	14	Fletcher	20
Brighton.....	5	Mystic	16	Fitzgerald	25
Harding.....	8				

VALDOSTA SOUTHERN RAILWAY.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Valdosta	0	Briggston	8	Honduras	14
Dees	5	Clyattville.....	10	State Line	15

WADLEY & MOUNT VERNON RAILROAD.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Wadley	0	Hodo	17	Odomville	25
Pinetucky	8	Riner	19	Adrian	28
Ennis	11	Meeks	21	Rixville	30
Kite.....	15	Ethel	22		

WAYCROSS AIR-LINE RAILROAD.

PASSENGER—Class B—(Four Cents per Mile.)

FREIGHT—Class No. 6—(See page No. 48.)

Distance Table.

Waycross	0	Bolen	15	Nicholls	30
Waltertown	6	Beach	20	Bell	35
Elsie.....	11	Sessoms	25	Douglas	42

WESTERN & ATLANTIC RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 1—(See page No. 48.)

Distance Tables.

Atlanta	0	Allatoona	40	McDaniel's	75
Simpson St	1	Bartow	42	Calhoun	78
Howells	3	Emerson	43	Resaca	84
Bolton	7	Cartersville	48	Tilton	90
Gilmore	9	Rogers'	51	Dalton	100
Vining's	11	Cass	52	Tunnel Hill	107
Smyrna	15	Best's	55	Ringgold	114
Marietta	20	Kingston	59	Graysville	120
Elizabeth	22	Hall's	64	Chickamauga, Tenn.	126
Kennesaw	29	Adairsville	68	Chattanooga , "	138
Acworth	35				

ROME BRANCH.

Kingston	0	Eves	7	Brick Yard	16
Wooley's	3	Dykes	11	Rome	18

WRIGHTSVILLE & TENNILLE RAILROAD.

PASSENGER—Class A—(Three Cents per Mile.)

FREIGHT—Class No. 4—(See page No. 48.)

Distance Table.

Tennille	0	Donovan	14	Donaldson	26
Lindsay's	4	Wrightsville	17	Bruton	28
Peacock's Cut	6	Meadow's	21	Condor	32
Harrison	10	Lovett	24	Dublin	36



ACT CREATING

THE

Railroad Commission of Georgia

AND ACTS AMENDATORY THEREOF,

... WITH EXTRACTS FROM THE ...

CONSTITUTION OF THE STATE OF GEORGIA

AND LAWS OF THE STATE RELATING TO RAILROADS.

The following is the law under which the Railroad Commission was created, being Act No. 269, Part 1, Title 12 of the Acts and Resolutions of the General Assembly of the State of Georgia, 1878-1879:

AN ACT

To provide for the regulation of railroad freight and passenger tariffs, and the location and building of passenger and freight depots in this State; to prevent unjust discrimination in the rates charged for transportation of passengers and freights, and to prohibit railroad companies, corporations, and lessees in this State from charging other than just and reasonable rates, and to punish the same, and to prescribe a mode of procedure and rules of evidence in relation thereto, and to appoint Commissioners, and to prescribe their powers and duties in relation to the same.

WHEREAS, It is made the duty of the General Assembly, in article 4, paragraph 2, and section 1 of the Constitution, to pass laws, from time to time, to regulate freight and passenger tariffs; to prohibit unjust discrimination on the various railroads of this State, and to prohibit railroads from charging other than just and reasonable rates, and enforce the same by adequate penalties; therefore,

Commissioners, appointment, term and salary. SECTION I. *Be it enacted by the General Assembly of Georgia,* That there shall be three Commissioners, appointed by the Governor, with the advice and consent of the Senate, to carry out the provisions of this Act, of whom one shall be of experience in the law, and one of experience in the railway business. After the expiration of the terms of the office of the Commissioners first appointed, the term of office of successors shall be six years; but, at the first appointment, one Commissioner shall be appointed for two years, one for four years, and one for six years. The salary of each Commissioner shall be twenty-five hundred dollars, to be paid from the Treasury of the State. Any Commissioner may be suspended from office by order of the Governor, who shall report the fact of such suspension, and the reasons therefor, to the next General Assembly, and if a majority of each branch of the General Assembly declare that said Commissioner shall be removed from office, his term of office shall expire. The Governor shall have the same power to fill vacancies in the office of Commissioner as to fill other vacancies, and if, for any reason, said Commissioners are not appointed during the present session of the General Assembly, the Governor shall appoint them thereafter, and report to the next Senate, but the time until then shall not be counted as part of the term of office of said Commissioners, respectively, as herein provided. Said Commissioners shall take an oath of office, to be framed by the Governor, and shall not, jointly or severally, or in any way, be the holders of any railroad stock or bonds, or be the agent or employee of any railroad company, or have any interest in any way in any railroad, and shall so continue during the term of office; and in case any Commissioner becomes disqualified in any way, he shall at once remove the disqualifications or resign, and on failure so to do, he must be suspended from office by the Governor, and dealt with as hereinafter provided. In any case of suspension the Governor may fill the vacancy until the suspended Commissioner is restored or removed.

Location of office, employment of Secretary, expenses, etc. SEC. II. That said Commissioners shall be furnished with an office, necessary furniture and stationery, and may employ a Secretary or Clerk at a salary of twelve hundred dollars at the expense of the State. The office of said Commissioners shall be kept in Atlanta, and all sums of money authorized to be paid by this Act out of the State Treasury shall be paid only on the order of the Governor; *Provided*, That the total sum to be

expended by said Commissioners for office rent, furniture and stationery shall, in no case, exceed the sum of eight hundred (\$800) dollars, or so much thereof as may be necessary, per annum.

SEC. III. That from and after the passage of this Act, if any railroad corporation, organized or doing business in this State, under any Act of incorporation or general law of this State now in force, or which may hereafter be enacted, or any railroad corporation organized, or which may hereafter be organized under the laws of any other State, and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its track, or any of its branches thereof, or upon any railroad within this State which it has the right, license, or permission to use, operate or control, the same shall be deemed guilty of extortion, and, upon conviction thereof, shall be dealt with as hereinafter provided.

Extortion
by rail-
roads for-
bidden.

SEC. IV. That if any railroad corporation as aforesaid shall make any unjust discrimination in its rates or charges of toll or compensation for the transportation of passengers or freights of any description, or for the use and transportation of any railroad car upon said road, or upon any of the branches thereof, or upon any railroads connected therewith, which it has the right, license or permission to operate, control or use, within this State, the same shall be deemed guilty of having violated the provisions of this Act, and, upon conviction thereof, shall be dealt with as hereinafter provided.

Unjust dis-
crimina-
tion for-
bidden.

SEC. V. That the Commissioners appointed, as hereinbefore provided, shall, as provided in the next section of this Act, make reasonable and just rates of freight and passenger tariffs, to be observed by all railroad companies doing business in this State on the railroads thereof; shall make reasonable and just rules and regulations, to be observed by all railroad companies doing business in this State, as to charges at any and all points, for the necessary handling and delivering of freights; shall make such just and reasonable rules and regulations as may be necessary for preventing unjust discriminations in the transportsations of freight and passengers on the railroads in this State; shall have the power to make just and reasonable joint rates for all connecting railroads doing business in this State, as to all traffic or business passing from one of said roads to another, and to require the location of such depots, and the establishment of such freight and passenger buildings, as the condition of the road, the safety of freight and the public comfort may require; *Provided, however,* That before applying joint rates to roads that are not under the management and control of one and the same company, the Commissioners shall give thirty days' notice to said roads of the joint rate contemplated, and of its division between said roads, and give hearing to roads desiring to object to the same; shall make reasonable and just rates of charges for use of railroad cars carrying any and all kinds of freight and passengers on said railroad, no matter by whom owned or carried; and shall make just and reasonable rules and regulations, to be observed by said railroad companies on said railroads, to prevent the giving or paying of any rebate or bonus, directly or indirectly, and from misleading or deceiving the public in any manner as to the real rates charged for freight and passengers; *Provided,* That nothing in this Act contained shall be taken as in any manner abridging or controlling the rates for freight charged by any railroad company in this State for carrying freight which comes from or goes beyond the boundaries of the State, and on which freight less than local rates on any railroad carrying the same are charged by such railroad, but said railroad

Duty of
commis-
sioners.

companies shall possess the same power and right to charge such rates for carrying such freights as they possessed before the passage of this Act; and said Commissioners shall have full power by rules and regulations to designate and fix the difference in rates of freight and passenger transportation, to be allowed for longer and shorter distances on the same or different railroads, and to ascertain what shall be the limits of longer and shorter distances.

Commissioners SEC. VI. That the said Railroad Commissioners are hereby authorized and required shall make to make for each of the railroad corporations doing business in this State, as soon as schedule of practicable, a schedule of just and reasonable rates of charges for the transportation of rates, public same, passengers and freights and cars on each of said railroads; and said schedule shall, in etc.

suits brought against any such railroad corporations wherein is involved the charges of any such railroad corporation for the transportation of any passenger or freight or cars, or unjust discrimination in relation thereto, be deemed and taken in all courts of this State as sufficient evidence that the rates therein fixed are just and reasonable rates of charges for the transportation of passengers and freights and cars upon the railroads; and said Commissioners shall, from time to time, and as often as circumstances may require, change and revise said schedules. [When any schedule shall have been made or revised, as aforesaid, it shall be the duty of said Commissioners to cause publication thereof to be made for one time in some public newspaper published in the cities of Atlanta, Augusta, Albany, Savannah, Macon, Rome, Athens, Americus and Columbus, in this State, at a rate not to exceed fifty cents per square of usual advertising space when less than a column is occupied, or more than twelve dollars per column when as much space as a column or more is occupied, by inserting said schedule or change of any schedule, so that said newspaper shall not charge for such advertising any rate in excess of that allowed for county legal advertising; and after the same shall be so published, it shall be the duty of all such railroad companies to post at all their respective stations, in a conspicuous place, a copy of said schedule for the protection of the people; *Provided*, That the schedule thus prepared and published, as aforesaid, for all the railroad companies now organized under the laws of this State, or that may be organized at the time of said publication. *Provided*, That when any rate or change is made by the Commissioners that affects only one road or roads in a particular locality, the insertion need only be made in the paper published in one of the cities named nearest where the change is made (Act 27th September, 1883); *Provided*, That the schedules thus prepared shall not be taken as evidence, as herein provided, until schedules shall have been prepared and published as aforesaid, for all the railroad companies now organized under the laws of this State, or that may be organized at the time of said publication. All such schedules, purporting to be printed and published as aforesaid, shall be received and held in all such suits as *prima facie* the schedules of said Commissioners, without further proof than the production of the schedules desired to be used as evidence, with a certificate of the Railroad Commission that the same is a true copy of the schedule prepared by them for the railroad company or corporation therein named, and that the same has been duly published as required by law.]

Jurisdiction and power of Commissioners

SEC. VII. That it shall be the duty of said Commissioners to investigate the books and papers of all the railroad companies doing business in this State, to ascertain if the rules and regulations aforesaid have been complied with, and to make personal visitation of railroad offices, stations, and other places of business for the purpose of examination, and to make rules and regulations concerning such examination, which rules and regulations shall be observed and obeyed as other rules and regulations aforesaid; said

Commissioners shall also have full power and authority to examine all agents and employees of said railroad companies, and other persons, under oath or otherwise, in order to procure the necessary information to make just and reasonable rates of freight and passenger tariffs, and to ascertain if such rules and regulations are observed or violated, and to make necessary and proper rules and regulations concerning such examinations, and which rules and regulations herein provided for shall be obeyed and enforced as all other rules and regulations provided for in this Act.

SEC. VIII. That all contracts and agreements between railroad companies doing business in this State, as to rates of freight and passenger tariffs, shall be submitted to said Commissioners for inspection and correction, that it may be seen whether or not they are a violation of law or of the provisions of the Constitution, or of this Act, or of the rules and regulations of said Commissioners; and all arrangements and agreements whatever as to the division of earnings of any kind by competing railroad companies doing business in this State, shall be submitted to said Commissioners for inspection and approval, in so far as they affect rules and regulations made by said Commissioners to secure to all persons doing business with said companies just and reasonable rates of freight and passenger tariffs; and said Commissioners may make such rules and regulations as to such contracts and agreements as may then be deemed necessary and proper, and any such agreement, not approved by such Commissioners, or by virtue of which rates shall be charged exceeding the rates fixed for freight and passengers, shall be deemed, held and taken to be violations of article 4, section 1, paragraph 4 of the Constitution, and shall be illegal and void.

SEC. IX. That if any railroad company doing business in this State, by its agents or employees, shall be guilty of a violation of the rules and regulations provided and prescribed by said Commissioners; and if, after due notice of such violation given to the principal officer thereof, ample and full recompense for the wrong or injury done thereby to any person or corporation, as may be directed by the Commissioners, shall not be made within thirty days from the time of such notice, such company shall incur a penalty for each offence of not less than one thousand dollars, nor more than five thousand dollars, to be fixed by the presiding judge. An action for the recovery of such penalty shall lie in any county in the State where such violation has occurred, or wrong has been perpetrated, and shall be in the name of the State of Georgia. The Commissioners shall institute such action through the Attorney-General or Solicitor-General, whose fees shall be the same as now provided by law.

SEC. X. That if any railroad company doing business in this State shall, in violation of any rule or regulation provided by the Commissioners aforesaid, inflict any wrong or injury on any person, such person shall have a right of action and recovery for such wrong or injury in the county where the same was done, in any court having jurisdiction thereof, and the damages to be recovered shall be the same as in actions between individuals, except that, in cases of willful violation of law, such railroad companies shall be liable to exemplary damages; *Provided*, That all suits under this Act shall be brought within twelve months after the commission of the alleged wrong or injury.

SEC. XI. That in all cases under the provision of this Act the rules of evidence shall be the same as in civil actions, except as hereinbefore otherwise provided. All fines recovered under the provisions of this Act shall be paid into the State Treasury, to be used for such purposes as the General Assembly may provide. The remedies hereby given the persons injured shall be regarded as cumulative to the remedies now given by

Power of
Commissioners
over contracts be
tween rail-
roads.

Penalty for
violation
of rules.

Injuries re-
sulting
from viola-
tion of
rules.

Rules of
evidence.

law against railroad corporations, and this Act shall not be construed as repealing any statute giving such remedies.

Meaning of terms.

SEC. XII. That the terms "railroad corporation," or "railroad company," contained in this Act shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad, in whole or in part, in this State, and the provisions of this Act shall apply to all persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railroad in this State (street railways excepted), the same as to railroad corporations hereinbefore mentioned.

Duplicate freight receipts.

SEC. XIII. That all railroad companies in this State shall, on demand, issue duplicate freight receipts to shippers, in which shall be stated the class or classes of freight shipped, the freight charges over the road giving the receipt, and so far as practicable shall state the freight charges over other roads that carry such freight. When the consignee presents the railroad receipt to the agent of the railroad that delivers such freight, such agent shall deliver the article shipped upon payment of the rate charged for the class of freights mentioned in the receipt. If any railroad company shall violate this provision of the statute, such railroad company shall incur a penalty to be fixed and collected as provided in section nine of this Act.

Reports of Commissioners.

SEC. XIV. That it shall be the duty of the Commissioners herein provided for to make to the Governor annual reports of the transactions of their office, and to recommend, from time to time, such legislation as they may deem advisable under the provisions of this Act.

Power of Commissioners over witnesses.

SEC. XV. That said railroad Commissioners, in making any examination for the purpose of obtaining information pursuant to this Act, shall have power to issue subpoenas for the attendance of witnesses, by such rules as they may prescribe. And said witnesses shall receive for such attendance two dollars per day, and five cents per mile, traveled by the nearest practicable route in going to and returning from the place of meeting of said Commissioners, to be ordered paid by the Governor upon presentation of subpoenas, sworn to by the witnesses, as to the number of days served and miles traveled, before the Clerk of said Commissioners, who is hereby authorized to administer oaths. In case any person shall willfully fail or refuse to obey such subpoena, it shall be the duty of the Judge of the Superior Court of any county, upon application of said Commissioners, to issue an attachment for such witness, and compel him to attend before the Commissioners and give his testimony upon such matters as shall be lawfully required by such Commissioners, and said court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such court.

Railroad officers to report to Commissioners.

SEC. XVI. That every officer, agent or employee of any railroad company who shall willfully neglect or refuse to make and furnish any report required by the Commissioners, as necessary to the purpose of this Act, or who shall willfully and unlawfully hinder, delay or obstruct said Commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum of not less than one hundred, nor more than five thousand dollars, for each offence, to be recovered in an action of debt in the name of the State.

SEC. XVII. That all laws militating against this Act are hereby repealed.

Approved October 14, 1879.

AN ACT

To enlarge the powers of the Railroad Commission of Georgia, to prescribe for them additional duties, and for other purposes.

SECTION 1. *Be it enacted by the General Assembly of the State of Georgia, That from and after the passage of this Act, it shall be the duty of the Railroad Commission of the State of Georgia to investigate thoroughly all through freight rates from points out of Georgia to points in Georgia, both those now fixed and those that may hereafter be fixed.*

SEC. 2. *Be it further enacted, That whenever the Railroad Commission of Georgia finds that a through rate, charged into or out of Georgia, is, in their opinion, excessive or unreasonable, or discriminating in its nature, it shall be the duty of the Railroad Commission to call the attention of the railroad officials in Georgia to the fact, and to urge upon them the propriety of changing such rate or rates.*

SEC. 3. *Be it further enacted, That whenever such rates are not changed according to the suggestion of the Railroad Commission, it shall be the duty of the Commission to present the facts, whenever it can legally be done, to the Interstate Commerce Commission, and appeal to it for relief.*

SEC. 4. *Be it further enacted, That in all work devolving upon the Railroad Commission prescribed by this Act, they shall receive, upon application, the services of the Attorney-General of this State, and he shall also represent them, whenever called upon to do so, before the Interstate Commerce Commission.*

SEC. 5. *Be it further enacted, That all laws and parts of laws in conflict with this Act, be, and the same are, hereby repealed.*

Approved December 18, 1890.

POWER TO BRING SUIT.

AN ACT

To amend Section 719(i) of the Code of Georgia of 1882, and for other purposes.

SECTION 1. *Be it enacted by the General Assembly of the State of Georgia, and it is hereby enacted by the same, That section 719(i) of the Code of Georgia of 1882 be, and the same is, amended by adding thereto the following:*

Penalty for
violation
of rules.
Amending
section IX
of original
act.

The Commissioners shall have the power, in their discretion, to institute suit without notice for any violation of any of said rules or regulations, whenever, in their opinion, the circumstances authorize it, of which they shall be the sole judges, and after the institution of said suit there shall be no settlement of the same without the consent of the said Commissioners, so that said section, when amended, shall read as follows: If any railroad company doing business in this State by its agents or employees shall be guilty of a violation of the rules and regulations provided and prescribed by said Commissioners, and if, after due notice of such violation given to the principal officer thereof, ample and full recompense for the wrong or injury done thereby to any person or corporation as may be directed by said Commissioners, shall not be made within thirty days from the time of such notice, such company shall incur a penalty for each offence of not less than one thousand dollars nor more than five thousand dollars, to be fixed by the presiding judge. An action for the recovery of such penalty shall be in any county in the State, where such violation has occurred, or wrong has been perpetrated, and shall be in the name of the State of Georgia. The Commissioners shall institute such action through the Attorney-General or Solicitor-General or such other attorney at law of this State as the said Commissioners may appoint, whose fees shall be the same as now provided by law.

Power to
institute
suit with-
out notice.

The Commissioners shall have the power in their discretion to institute suit without notice for any violation of said rules and regulations whenever, in their opinion, the circumstances authorize it, of which they shall be the sole judges, and after the institution of said suit there shall be no settlement of the same without the consent of the Commissioners.

Sec. 2. *Be it enacted, That all laws or parts of laws in conflict herewith are hereby repealed.*

Approved October 16, 1891.

AMENDING TITLE OF ACT.

AN ACT

To amend an Act entitled an Act to provide for the regulation of railroads, freight and passenger tariffs in this State; to prevent unjust discrimination and extortion in the rates charged for transportation of passengers and freights, and to prohibit Railroad Companies, corporations and lessees in this State from charging other than just and reasonable rates, and to punish the same, and to prescribe a mode of procedure and rules of evidence in relation thereto, and to appoint Commissioners, and to prescribe their powers and duties in relation to the same, approved October 14, 1879.

SECTION 1. *Be it enacted by the General Assembly of this State, and it is hereby enacted*

By the authority of the same, That the caption of the above recited Act be, and the same is, hereby amended as follows, to-wit:

Caption of
Act of Oct.
1879.

After the word tariffs, in the second line, add the following words: "And the location and building of passenger and freight depots," so that the whole caption of said Act will read as follows:

amended

By inserting
"and"
the loca-
tion and
building of
passenger
and freight
depots."

"An Act to provide for the regulation of railroad freight and passenger tariffs, and the location and building of passenger and freight depots in this State; to prevent unjust discrimination in the rates charged for transportation of passengers and freights, and to prohibit railroad companies, corporations, and lessees in this State from charging other than just and reasonable rates, and to punish the same, and to prescribe a mode of procedure and rules of evidence in relation thereto, and to appoint Commissioners, and to prescribe their powers and duties in relation to the same.

Sec. 2. *Be it further enacted* That all laws in conflict with the foregoing be, and the same are, hereby repealed.

Approved August 31, 1891.

INSPECTION OF RAILROAD TRACKS.

AN ACT

To give the Railroad Commission of Georgia authority, upon complaint made, to inspect the railroads or any railroad or any part of any railroad in this State; and if found in an unsafe or dangerous condition, to require the same put and kept in such condition as will render travel over the same safe and expeditious; to provide a penalty for failing to obey the orders of the said Commission, and for other purposes.

SECTION 1. *Be it enacted by the General Assembly of the State of Georgia,* That from and after the passage of this Act, the Railroad Commission of this State is hereby empowered to inspect for themselves, or through an agent, the railroads or any railroad or any part of any railroad in this State, and if the same is found in an unsafe or dangerous condition, to require the same put and kept in such condition as will render travel over the same safe and expeditious; *Provided*, That reasonable time be given the railroad authorities in which to accomplish the work or repairs that may be required or ordered; *Provided*, That this Act shall not limit or affect the liability of railroads in cases of damage to person or property.

Sec. 2. *Be it further enacted*, That any railroad, failing or refusing to obey the orders of said Commission within the time allowed for said work, shall be liable to a penalty of not more than five thousand dollars, to be recovered by a suit brought in the name of the State, in which suit the Attorney-General or Solicitor-General shall represent the State, and his fees shall be the same as now provided by law. Suits shall be brought in the county where the wrong or violation occurs.

Sec. 3. *Be it further enacted*, That all laws and parts of laws in conflict with this Act be, and the same are, hereby repealed.

Approved October 17, 1891.

STORAGE CHARGES.

AN ACT

To require the Railroad Commission to fix rates of storage to be charged by Railroad Companies in this State; to prescribe regulations for charging the same, and to prescribe how suit shall be brought for overcharges, and to fix the measure of recovery, and for other purposes.

Commission to fix charges for storage. And when such charges shall begin. Power to vary rates.

Provisions of other acts as to Railroad Commission applicable to them.

SECTION 1. *Be it enacted by the General Assembly of Georgia, That from and after the passage of this Act, power is hereby conferred on the Railroad Commission of Georgia, and they are required to fix and prescribe a schedule of maximum rates and charges for storage of freight made and charged by Railroad Companies doing business in this State, and to fix at what time after the reception of freight at place of destination such charges for storage shall begin, with power to vary the same according to the value and character of the freight stored, the nature of the place of destination and residence of consignee and such other facts as in their judgment should be considered in fixing the same.*

SEC. 2. *Be it further enacted, That all the provisions of the Act creating said Railroad Commission and Acts amendatory thereof, prescribing the procedure of said Commission in fixing freight and passenger tariffs, and hearing complaints of carriers and shippers, and of altering and amending said tariffs, shall apply to the subject of fixing and amending rates and charges for storage, as aforesaid.*

SEC. 3. *Be it further enacted, That no Railroad Company shall make or retain, directly or indirectly, any charge for storage of freight greater than that fixed by the Commission for each particular storage, nor shall they discriminate directly or indirectly by means of rebate, or any other device in such charges, between persons.*

SEC. 4. *Be it further enacted, That if any Railroad Company shall violate the provisions of this Act, either by exceeding the rates of storage prescribed, or by discriminating as aforesaid, the person or persons so paying such overcharge, or subjected to such discrimination, shall have the right to sue for the same in any court of this State having jurisdiction of the claim, and shall have all the remedies and be entitled to recover the same penalties and measure of damages as is prescribed in the case of overcharge of freight rates, upon making like demand as is prescribed in such case, and after like failure to pay the same.*

SEC. 5. *Be it enacted, That all laws and parts of laws in conflict with this Act be, and the same are, hereby repealed.*

Approved October 17, 1891.

TO REGULATE EXPRESS AND TELEGRAPH COMPANIES.

AN ACT

To extend the powers of the Railroad Commissioners so as to give them power and authority to regulate charges by Express Companies for transportation; to regulate charges of Telegraph Companies for the transmission of messages by telegraph or charges by persons engaged in the several businesses named herein; to apply the powers given to said Commissioners, by law, over Railroad Companies, to all companies or persons owning, controlling or operating a line or lines of Express and Telegraph; and make the penalties prescribed against railroads for violating Commissioners' rules apply to the companies and persons herein named, whose line or lines is or are, wholly or in part, in this State, and for other purposes.

SECTION 1. *Be it enacted by the General Assembly of the State of Georgia, That from and after the passage of this Act, all companies or persons owning, controlling or operating, or that may hereafter own, control or operate a line or lines of Express or Telegraph, whose line or lines is or are, in whole or in part, in this State, shall be under the control of the Railroad Commissioners of this State, who shall have full power to regulate the prices to be charged by any company or person or persons owning, controlling or operating any line or lines of Express and Telegraph, for any service preformed by such company, person or persons; and all the powers given to said Commissioners over railroads in this State, and all the penalties prescribed against Railroad Companies or persons operating railroads by existing laws, embraced in sections of the Code of 1882 from Section 719(a) to Section 719(p), both inclusive, are hereby declared to be of force against corporations, companies or a person or persons, owning, controlling or operating a line or lines of Express and Telegraph, doing business in this State, whose line or lines is or are, wholly or in part, in this State, so far as said provisions of the Code can be made applicable to any corporation, company, person or persons owning, controlling or operating a line or lines of Express and Telegraph. The said Commissioners shall also have power and authority to require said companies to locate agencies at Railroad Stations.*

Sec. 2. *Be it further enacted by the authority aforesaid, That the powers of the Commissioners to regulate charges by corporations, companies and persons herein referred to shall apply only to charges by express, for transportation from one point to another in this State; and messages sent by telegraph from one point to another in this State.*

Sec. 3. *Be it further enacted, That all laws and parts of laws in conflict with this Act be, and the same are, hereby repealed.*

Approved Oct. 21, 1891.

CONSTITUTION.

ARTICLE IV.—SECTION II.

Paragraph I. The power and authority of regulating railroad freight and passenger tariffs, preventing unjust discriminations, and requiring reasonable and just rates of freight and passenger tariffs, are hereby conferred upon the General Assembly, whose duty it shall be to pass laws, from time to time, to regulate freight and passenger tariffs, to prohibit unjust discriminations on the various railroads of this State, and prohibit said roads from charging other than just and reasonable rates, and enforce the same by adequate penalties.

Par. III. The General Assembly shall not remit the forfeiture of the charter of any corporation now existing, nor alter or amend the same, nor pass any other general or special law for the benefit of said corporation, except upon the condition that such corporation shall thereafter hold its charter subject to the provisions of this Constitution; and every amendment of any charter of any corporation in this State, or any special law for its benefit, accepted thereby, shall operate as a novation of said charter, and shall bring the same under the provisions of this Constitution; *Provided*, That this section shall not extend to any amendment for the purpose of allowing any existing road to take stock in or aid in the building of any branch road.

Par. IV. The General Assembly of this State shall have no power to authorize any corporation to buy shares, or stock, in any other corporation in this State, or elsewhere, or to make any contract, or agreement whatever, with any such corporation, which may have the effect, or be intended to have the effect, to defeat or lessen competition in their respective businesses, or to encourage monopoly; and all such contracts and agreements shall be illegal and void.

Par. V. No railroad company shall give, or pay, any rebate, or bonus in the nature thereof, directly or indirectly, or do any act to mislead or deceive the public as to the real rates charged or received for freights or passage; and any such payments shall be illegal and void, and these prohibitions shall be enforced by suitable penalties.

Par. VI. No provisions of this article shall be deemed, held or taken to impair the obligation of any contract heretofore made by the State of Georgia.

Par. VII. The General Assembly shall enforce the provisions of this article by appropriate legislation.

Power to regulate rates and fares.

Corporations subject to the provisions of this Constitution.

Corporations not authorized to buy shares tending to defeat competition.

No secret rebate allowed.

Not intended to impair contracts.

Appropriate legislation required.

The following references to the laws of the State, on the subject of transportation of passengers and freight by Common Carriers, are here inserted, as relating to matters of general interest:

A

Railroad companies are common carriers, and liable as such. Code of Georgia, section 2297. Liability of Railroad Companies as carriers.

B

A common carrier is bound to receive all goods and passengers offered that he is able and accustomed to carry, upon compliance with such reasonable regulations as he may adopt for his own safety, and the benefit of the public. Code, Section 2278. Time of responsibility.

C

Carriers of passengers may refuse to admit, or may eject from their conveyances, all persons refusing to comply with reasonable regulations, or guilty of improper conduct, or of bad, dissolute, doubtful or suspicious characters. So they may refuse to convey persons seeking to interfere with their own business or interest. Code, Section 2296. What passengers may be refused.

D

A carrier of passengers is bound also to extraordinary diligence on behalf of himself and his agents, to protect the lives and persons of his passengers. But he is not liable for injuries to the person after having used such diligence. Code, Section 2266. Carrier of passengers.

E

The carrier of passengers is responsible only for baggage placed in his custody, yet a passenger cannot relieve himself from liability for freight by assuming to take care of his baggage. Code, Section 2280. For baggage.

F

It is the duty of the railroad company to cause their conductors, agents or employees to be provided with checks, so as to check all trunks or separate baggage of passengers from station to station on their roads when required. And it is the duty of the conductor of every passenger train to cause, upon application to him, all trunks and baggage to be checked from any station to any point of destination on their road, or any road running under the control of the company of which he is conductor. (The carrier of passengers has a lien on the baggage, not only for its freight, but for the passenger's fare.) Code, Sections 2281 and 2289. On baggage.

G

A carrier of passengers may limit the value of the baggage to be taken for the fare paid. In case of loss, however, and though no extra freight has been demanded or paid, the carrier is responsible for the value of the baggage lost, provided the same be only such articles as a traveler for business or pleasure would carry for his or her own use. Code, Section 2288. Limit as to value of baggage.

H

Railroad companies shall keep in each passenger car, or in any car in which passengers are transported, an adequate supply of good, pure drinking water, at all hours during the day and night, and lights during the night for the use of passengers. Any conductor or agent of a railroad, who, after being requested by a passenger to furnish a sufficient supply of water to the passengers in each car, in the day or night, and light at night, shall pass any depot or station without so doing, may be indicted in any county through which said railroad runs, of which he is agent or conductor, and shall be punished as for a misdemeanor. Code, Sections 522 and 523. Water and light on railroad.

I
Equal accommodations to all persons. Common carriers of passengers for hire shall furnish like and equal accommodations to all persons, without distinction of race, color, or previous condition. Code, Section 525.

J

Police of railroads. The conductors of a train carrying passengers are invested with all the powers, duties and responsibilities of police officers while on duty on their trains; *Provided*, nothing herein contained shall affect the liability of any railroad company for the acts of its employees. When a passenger is guilty of disorderly conduct, or uses any obscene, profane, or vulgar language, or plays any game of cards, or other game of chance, for money or other thing of value, the conductor of the train may stop it at the place where such offense is committed, and eject the passenger from the train. Code, Section 902.

K

Posting time of delayed trains. Whenever any passenger train on any railroad in this State shall be more than one-half of one hour behind its schedule time when it passes a depot at which there is a telegraph operator, during the hours that such operator is required to be on duty, it shall be the duty of such railroad company to keep posted at every succeeding telegraph station along its line the time such train is behind its schedule; *Provided*, That such bulletin shall not be required to be posted at any station until one-half hour before the regular schedule time at which such train is to arrive at the station at which such bulletin is required to be kept. Code, Section 2235.

L

Carriers bound to extraordinary diligence. One who pursues the business constantly or continuously for any period of time, or any distance of transportation, is a common carrier, and as such is bound to use extraordinary diligence. In cases of loss the presumption of law is against him, and no excuse avails him unless it was occasioned by the act of God or the public enemies of the State. Code, Section 2264.

M

Effect of notice to limit. A common carrier cannot limit his legal liability by any notice given, either by publication, or by entry on receipts given, or tickets sold. He may make an express contract, and will then be governed thereby. Code, Section 2276.

N

Bound to deliver without unreasonable delay. The common carrier is bound not only for the safe transportation and delivery of goods, but also that the same be done without unreasonable delay. Code, Section 2282.

O

Time of responsibility. The responsibility of the carrier commenced with the delivery of the goods, either to himself or his agent, or at the place where he is accustomed or agrees to receive them. It ceases with their delivery at destination according to the direction of the person sending or according to the custom of the trade. Code, Section 2279.

P

Carrier has lien on goods. The carrier has a lien on the goods for freight, and may retain possession until it is paid, unless this right is waived by special contract or actual delivery. This lien exists only when the carrier has complied with his contract as to transportation. He can recover *pro rata* for the actual distance transported when the consignee voluntarily receives the goods at an intermediate point. Code, Section 2287.

Q

Fraud on carrier. The carrier may require the nature and value of the goods delivered to him to be made

known, and any fraudulent acts, sayings or concealment by his customers will release him from liability. Code, Section 2290.

R

All freight bills or freight lists charged against or to be collected out of any person for whom a railroad shall carry freight in this State shall contain the items of freight charged lists, how in said bills or freight lists by some certain and specific description before they shall be made out. collectible. Code, Section 229E.

S

Whenever any person shall deliver property of any description, to a railroad, steamboat, express company, for transportation, said company shall upon demand, furnish the party so delivering a valid receipt which shall specify the shipping marks and numbers thereon, and the weight of the property thus delivered, whenever the value can be estimated by weight; and in all cases where the value cannot be thus estimated, the receipt shall give a general description of the property, and shall also specify, as near as practicable, the quantity or value thereof, and also the place of destination; and any agent or officer of such company violating the provisions of this section, shall be guilty of a misdemeanor. Code, Section 602.

T

All railroad companies in this State shall, on demand, issue duplicate freight receipts to shippers, in which shall be stated the class or classes of freight shipped, the freight charges over the road giving the receipt, and, so far as practicable, shall state the freight charges over other roads that carry such freight. When the consignee presents the railroad receipt to the agent of the road that delivers such freight, such agent shall deliver the article shipped on payment of the rate charged for the class of freights mentioned in the receipts. Code, Section 2200.

U

Where there are several connecting railroads under different companies, and the goods are intended to be transported over more than one railroad, each company shall be responsible only to its own terminus, and until delivery to the connecting road; the last company which has received the goods as "in good order" shall be responsible to the consignee for any damage (open or concealed) done to the goods, and such companies shall settle among themselves the question of ultimate liability. Code, Section 2298.

V

Railroads are required to switch off and deliver to any connecting road of the same gauge all cars consigned to points on or beyond such connecting road. Code, Section 2212. They are also required, at the terminus or any intermediate point, to receive from the connecting road of the same gauge, when offered, all cars consigned to any point on the road to which the same is offered, and transport said cars to their destination with reasonable diligence. Code, Section 2802.

W

Whenever any railroad company in this State shall weigh any cars loaded with freight to be shipped and charged for by the car-load, such weighing shall be done by a sworn weigher, as provided for the weighing of cotton, rice and other produce. Code, Section 2809. When such cars are weighed singly, they shall be uncoupled at both ends and weighed one at a time. Code, Section 2810.

When any railroad company shall transport timber, lumber, or other like articles of freight, which, from length, laps over from one car to another, such company may cause as another.

many as two or three of such cars so loaded to be weighed together, after uncoupling them at both ends from other cars, and in all such instances the aggregate weight of the freight upon said two or three cars shall be averaged so that each of the cars shall be charged with an equal amount of the total weight, and the shipper be made to pay freight as if each of the cars so weighed together did actually contain an equal portion of the whole load; *Provided*, That in such cases the shipper shall not pay less than the amount of freight due on full car-loads. Code, Section 2811.

X

Unjust discrimination prohibited.

No railroad corporation organized or doing business in this State shall make any unjust discrimination in its rates or charges of toll for the transportation of passengers, or freight of any description, or for the use and transportation of any railroad car on its said road, or upon any of the branches thereof, or upon any railroads connected therewith which it has license to operate, control or use. Nor shall any railroad company discriminate in its rates or tariffs of freight in favor of any line or route connected with it as against any other line or route, nor when a part of its own line is sought to be run in connection with any other route, shall such company discriminate against such connecting line, or in favor of the balance of its own line, but shall have the same rates for all, and shall afford the usual and like customary facilities for interchange of freight to patrons of each and all lines alike. See Code, Sections 2188 and 2214.

The *Proviso* to the first section of the Interstate Commerce Law reads as follows:

Provided, however, That the provisions of this Act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage or handling of property, wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid.

CARS FOR WHITE AND COLORED PASSENGERS.

AN ACT.

To require all railroads doing business in this State to furnish equal accommodations and separate cars or compartments for white and colored passengers, to require said companies to furnish comfortable seats, and to sufficiently light and ventilate said cars, to provide for keeping white and colored passengers in their respective cars or compartments, to give conductors and other employees of railroads and conductors of dummy, electric and street cars certain powers and authority over passengers, to comply with the regulations made by said companies under the provisions of this Act, to provide a penalty for the violation of the same, and for other purposes.

SECTION 1. Be it enacted by the General Assembly of Georgia, That from and after the passage of this Act, all railroads doing business in this State shall be required to furnish equal accommodations, in separate cars, or compartments of cars, for white and colored passengers; *provided*, that this Act shall not apply to sleeping cars.

SEC. 2. Be it further enacted, That all conductors or other employees in charge of such cars, shall be required to assign all passengers to their respective cars or compartments of cars, provided by the said companies under the provisions of this Act, and all conductors of dummy, electric and street cars shall be required, and are hereby empowered, to assign all passengers to seats on the cars under their charge, so as to separate the white and colored races as much as practicable, and all conductors and other employees of railroads, and all conductors of dummy, electric and street cars shall have, and are hereby invested with, police powers to carry out the provisions of this Act.

SEC. 3. Be it further enacted, That any passenger remaining in any car or compartment or seat, other than that to which he may have been assigned, shall be guilty of a misdemeanor, and on conviction thereof shall be punished as prescribed in section 4310 of the Code of 1882. Jurisdiction of such offences shall be in the county in which the same occurs. The conductor and any and all employees on such cars are hereby clothed with power to eject from the train or car any passenger who refuses to remain in such car or compartment or seat as may be assigned to him.

SEC. 4. Be it further enacted, That when a railroad car is divided into compartments, the space set apart or provided for white and colored passengers, respectively, may be proportioned according to the proportion of usual and ordinary travel by each on the road or line on which said cars are used.

SEC. 5. Be it further enacted, That it shall be unlawful for the officers or employees having charge of such railroad cars to allow or permit white and colored passengers to occupy the same car or compartment, and for a violation of this section, any such officer or employee shall be guilty of a misdemeanor, and on conviction thereof shall be punished as is prescribed in section 4310 of the Code of 1882.

SEC. 6. Be it further enacted, That the provisions of this Act shall not apply to nurses or servants in attendance on their employers.

SEC. 7. Be it further enacted, That all companies operating and using compartment cars or separate cars shall furnish to the passengers comfortable seats, and have such cars well and sufficiently lighted and ventilated, and a failure to so do shall be a misdemeanor, punishable under section 4310 of the Code of 1882.

SEC. 8. Be it further enacted, That all laws and parts of laws in conflict with this Act be, and the same are, hereby repealed.

Approved October 21, 1891.

Equal accommodations in separate cars.

Employees to assign passengers their cars or compartments.

Penalty of violating provisions of this act.

Cars properly divided.

White and colored passengers not to occupy same compartments.

Cars to be comfortable, etc.

TAX AGAINST RAILROAD, EXPRESS, SLEEPING-CAR, AND TELEGRAPH COMPANIES.

No. 82.

An Act to authorize the Comptroller-General to appoint one of the Railroad Commissioners of this State to act as arbitrator in certain cases, and for other purposes.

SECTION I. Be it enacted by the General Assembly of Georgia, That from and after the passage of this Act, that in all cases of disagreement between the Comptroller-General and any railroad or express company, sleeping-car companies, and telegraph companies owning property in this State, as to the taxable value of their said property, and where said differences are referred to arbitrators, the Comptroller-General shall appoint any one of the Railroad Commissioners to act as arbitrator for the State, in each case; and it shall be the duty of said Railroad Commissioner, when thus appointed, to perform the duty of arbitrator without any additional compensation to his regular salary.

Sec. II. Be it further enacted, That all laws and parts of laws in conflict with this Act are hereby repealed.

Approved December 12, 1894.

RULES,

Tariffs and Classification

... GOVERNING ...

EXPRESS COMPANIES,

**ADOPTED BY THE RAILROAD COMMISSION
OF GEORGIA.**

AS AMENDED TO OCTOBER 15, 1898.

APPLYING BETWEEN POINTS WITHIN THE STATE OF GEORGIA.

TARIFF A

Merchandise Rates Per Hundred and Graduated Rates for Packages Weighing Less than One Hundred Pounds.

As Fixed by the Railroad Commission of Georgia.

DISTANCE.	MILES.	Cents. Merchandise Rates. per 100 lbs.	RATES PER 100 POUNDS.										PACKAGES LESS THAN 100 LBS.										
			30	40	50	60	70	80	90	100	105	115	120	130	135	140	25	25	25	25	25	25	
1 to 20	30	Over 0, not over 5	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
21 to 40	40	Over 5, not over 10	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	30	30	30	30	30	30
41 to 60	50	Over 10, not over 20	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120
61 to 80	60	Over 20, not over 30	25	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120
81 to 100	70	Over 30, not over 40	25	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120
101 to 130	80	Over 40, not over 50	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125
131 to 160	90	Over 50, not over 60	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125
161 to 180	100	Over 60, not over 70	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125
181 to 200	105	Over 70, not over 80	30	40	50	60	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150
201 to 250	115	Over 80, not over 90	30	40	50	60	70	80	90	100	105	115	120	125	130	135	140	145	150	155	160	165	170
251 to 300	120	Over 90, not over 100	30	40	50	60	70	80	90	100	105	115	120	125	130	135	140	145	150	155	160	165	170

Packages weighing five pounds and under shall not be charged more than 25 cents by one company for any distance within this State; but when such packages are handled by two or more companies, each company may charge 25 cents, less 20 per cent.

TARIFF B.

GOVERNING PERISHABLES, ETC.

Rates Per Hundred Pounds and Graduated Rates for Packages Weighing Less than One Hundred Pounds.

As Fixed by the Railroad Commission of Georgia.

129

MILES.	Rates per 100 lbs	RATES PER 100 POUNDS		30	30	35	40	45	50	55	60	65	70	75	80	85	90
		MILES.	MILES.	20	40	60	80	100	130	160	180	200	250	300	350	400	450
Cents. PACKAGES LESS THAN 100 LBS.																	
1 to 450	... Over 0, not over 5	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
1 to 20	Over 5, not over 10	25	25	25	25	25	25	25	25	25	25	25	30	30	35	40	45
21 to 40	Over 10, not over 20	25	25	25	25	25	25	25	25	25	25	30	30	35	40	45	45
41 to 60	Over 20, not over 30	25	25	25	25	25	25	25	25	25	30	30	35	35	40	45	45
61 to 80	Over 30, not over 40	25	25	25	25	25	25	25	25	30	30	35	35	40	40	45	50
81 to 100	Over 40, not over 50	25	25	25	25	25	25	25	30	30	35	35	40	40	45	50	55
101 to 130	Over 50, not over 60	25	25	25	25	25	30	30	35	35	40	40	45	50	55	60	65
131 to 160	Over 60, not over 70	25	30	30	35	40	45	45	45	50	55	60	65	70	75	80	85
161 to 180	Over 70, not over 80	30	30	35	40	45	45	50	55	60	65	70	75	80	85	90	95
181 to 200	Over 80, not over 90	30	30	35	40	45	50	55	60	65	70	75	80	85	90	95	90
201 to 250	Over 90, not over 100	30	30	35	40	45	50	55	60	65	70	75	80	85	90	95	90

Note.—Packages weighing five pounds and under shall not be charged more than 25 cents by one company for any distance within this State, but when such packages are handled by two or more companies, each company may charge 25 cents, less 20 per cent.

TARIFF E.

Governing the following perishables, when carried by Express Companies:

DRESSED POULTRY, FRESH FISH, FRESH MEAT AND SAUSAGES.

Rates per One Hundred Pounds, and Graduated Rates for Packages weighing less than One Hundred Pounds on above articles.

As fixed by the Railroad Commission of Georgia.

DISTANCE.	RATES per 100 lbs.	BATES PER 100 POUNDS. 400		25	25	25	27	30	35	40	43	45	50	54	58	60	63
		MILES.	400	20	40	60	80	100	130	160	180	200	250	300	350	400	450
MILES. CENTS PACKAGES LESS THAN 100 LBS.																	
1 to 450		Over 0, not over	5	25	25	25	25	25	25	25	25	25	25	25	25	25	25
1 to 20	25	Over 5, not over 10	10	25	25	25	25	25	25	25	25	25	25	25	27	28	30
21 to 40	25	Over 10, not over 20	25	25	25	25	25	25	25	25	25	25	25	27	28	30	33
41 to 60	25	Over 20, not over 30	30	25	25	25	25	25	25	25	25	25	25	27	28	30	35
61 to 80	27	Over 30, not over 40	40	25	25	25	25	25	25	25	25	25	25	30	30	35	38
81 to 100	30	Over 40, not over 50	50	25	25	25	25	25	25	25	25	25	25	33	35	38	40
101 to 130	35	Over 50, not over 60	60	25	25	25	25	25	25	25	25	25	25	38	40	45	50
131 to 160	40	Over 60, not over 70	70	25	25	25	27	30	33	35	40	40	40	45	45	50	55
161 to 180	45	Over 70, not over 80	80	25	25	25	27	30	35	40	43	45	50	50	58	60	63
181 to 200	45	Over 80, not over 90	90	25	25	25	27	30	35	40	43	45	50	50	58	60	63
201 to 250	50	Over 90, not over 100	100	25	25	25	27	30	35	40	43	45	50	54	58	60	63

RULES.

RULE 1.

The above tariffs are maximum rates, and will apply to all Express Companies doing business within the State of Georgia, and will be governed by the rules and regulations of the said Express Companies as far as said rules are applicable to the business done within the State of Georgia, and are not in conflict with the rules adopted by the Commission governing Express Companies.

RULE 2.

All charges on freights weighing more than five pounds and passing over two or more railroads under the same management and control, by lease, ownership or otherwise, shall be based on continuous mileage, but when said shipments pass over two or more roads not under the same management and control, by lease, ownership or otherwise, 30 per cent. may be added to the Express Standard Tariff, based on continuous mileage. When said shipments are handled by two or more express companies, each company may charge its local less ten per cent.

Packages weighing five pounds and under shall not be charged more than 25 cents by one company for any distance within this State, but when such packages are handled by two or more companies, each company may charge 25 cents less 20 per cent.

RULE 3.

The Express Companies are directed to have published and posted at all their offices in the State of Georgia the said classifications, rates and rules, with such explanations as are necessary for a full understanding of the same.

RULE 4.

Graduated rates apply to matter weighing less than one hundred pounds.

RULE 5.

Two or more packages weighing each 10 pounds or over, forwarded by one shipper at the same time to one consignee, may be charged for on the aggregate weight as above. Packages weighing less than 10 pounds each shipped as in the foregoing section, may be aggregated, provided they are estimated and charged for as weighing 10 pounds each. Actual weight only must be entered on the way-bill. If articles of different classes are aggregated, the charge may be made at the rate applying to the highest class.

RULE 6.

Valuation Charges.—When the value of any merchandise shipment (C. O. D. or otherwise) exceeds \$50.00, the following additional charge may be made on value: (Charge for value whether insured or not.) When merchandise rate is \$1.00 or less per 100 pounds, 5 cents for each \$100 value, or fraction thereof. When merchandise rate exceeds \$1.00 and not more than \$3.00 per 100 pounds, 10 cents for each \$100.00 value, or fraction thereof. These rates apply only to packages or shipments of merchandise, jewelry and valuable papers.

RULE 7.

If C. O. D. matter is refused, or cannot be delivered, the shipper must be immediately notified, and if not disposed of within thirty days after such notice, it may be returned, subject to charge both ways.

RULE 8.

Gunpowder, Dynamite, Kerosene, Benzine, Naphtha, Gasoline, Matches and all other explosive or dangerous inflammable oils, acids or materials may not be received for transportation.

RULE 9.

Fancy Poultry, Pet Stock or Dogs that have paid double merchandise rates to Fairs and Exhibitions may be returned free, if accompanied by a certificate from the Secretary that they are being returned to the original owner.

RULE 10.

No Express office where Express business is done in this State shall be discontinued or abolished without first obtaining the consent of the Commission upon application duly filed by said company, wherein shall be stated the reasons therefor.

RULE 11.

When ice is used for preservation of shipments of commodities in Tariff E, including oysters in shell, deduct Twenty-five per cent. (25) from the gross weight.

CLASSIFICATION OF PERISHABLES, GENERAL SPECIALS, ETC.

Carried at Less than Merchandise Rates, and as Prescribed in Tariff B.

Ale,	Eggs,	Peaches,
Apples,	Egg Plants,	Pears,
Asparagus,	Fish Roe,	Peas,
Bananas,	Fish (salted or dry),	Pine Apples,
Beans,	Frogs, live,	Plums,
Beef Fat,	Fruit,	Pomegranates,
Beer,	Furs, coarse,	Pop,
Beer Tonic,	Game,	Potatoes,
Berries,	Grapes,	Radishes,
Butter,	Greens,	Rabbits, dead,
Cabbage,	Green Corn,	Skins, undressed of any kind.
Calves, dressed.	Hides, green,	Soda Water,
Cantaloupes, in crates or bbls,	Honey, in comb & strained, well packed,	Squashes (in crates),
Carrots,	Ice Cream,	Strained Honey,
Celery,	Lard,	Sugar Cane,
Cheese,	Lemons,	Vegetables, green,
Cherries,	Lettuce (gross weight),	Tomatoes,
Chestnuts,	Lobsters,	Terrapins,
Cider,	Mineral Water,	Trees and Shrubs (for plant- ing, when boxed or baled, prepaid or guaranteed),
Clams,	Okra,	Turtles, in barrels,
Cocoanuts,	Oleo Butter and Oil,	Turtles, live,
Crabs,	Oranges,	Turnips,
Crab Meat, raw (Not including deviled or cooked crabs),	Oysters, in shell,	Yeast, compressed.
Crackers,	Oysters, canned,	
Cucumbers,	(See Scale of weights.)	
	Parsnips,	

EXPLANATION OF ABOVE TABLES.—To find rate per one hundred pounds.

EXAMPLE.—Find the distance for forty miles, or any distance between 21 and 40, on the left side of the Table of Merchandise Rates, and the column on the right, under the head of "cents," gives the correct rate—40 cents.

To find the rate on packages less than 100 pounds. Look under the head of "packages less than 100 pounds, and find the weight of package on which rate is wanted, and run your finger along to the right until you get under the number of "miles" wanted, at the top of the table, and where the two cross you will find the rate. For example—Wanted the rate on a package weighing between 41 and 50 pounds for 60 miles. Find weight of package "over 40 and not over 50 pounds," under head of "packages less than 100 pounds, and run your finger to the right until it comes to the column under the "60 miles," and it will give the rate wanted—35 cents.

EXTRA RATE-CHARGES.—On matter subject to half rate, as one and one-half, or double rate, find graduated rate according to tariff, and then add one-half, or double it, as required. EXAMPLE.—If a package weighs 26 pounds, rated at double rate, and the rate to destination is \$1.00 (E) per 100 pounds, the charge for 20 or 25 pounds is 50 cents, double this—\$1.00—is the proper amount.

CLASSIFICATION OF MERCHANDISE EXPLANATORY NOTES.

A means that the article is governed by Tariff A.

½A means that the article is governed by one-half of Tariff A.

Double A means that the article is governed by two times Tariff A.

3 times A means that the article is governed by three times Tariff A.

4 times A means that the article is governed by four times Tariff A.

8 times A means that the article is governed by eight times Tariff A.

Scale of Weights for Oysters Packed in Cans.

In order to secure uniformity in weights and charges on shipments of Oysters packed in cans, the following scale of weights must be strictly adhered to in all cases. Delivering as well as Receiving Offices will see that no deviation is made from it.

WAY-BILL.

6 Cans packed in Ice, 25 lbs.
12 " " " 40 "
16 " " " 50 "
18 " " " 60 "
20 " " " 65 "
24 " " " 80 "
30 " " " 90 "
36 " " " 105 "
44 " " " 120 "
50 " " " 135 "
56 " " " 150 "
72 " " " 195 "

WAY-BILL.

12 Cans without Ice, 30 lbs.
18 " " " 45 "
24 " " " 60 "
27 " " " 65 "
30 " " " 70 "
36 " " " 85 "
45 " " " 105 "
54 " " " 180 "
66 " " " 155 "
82 " " " 195 "

To arrive at the proper weight of Boxes or Cases, when number of Cans packed differs from the number of Cans given above, add two and one-half pounds for each Can in excess to the next lowest number given on the list, and charge at the hundred pound rate.

Shippers must mark the EXACT number of CANS contained in each case.

THE FOLLOWING SPECIAL RATES ARE TO BE USED ONLY ON THE CONDITIONS NAMED BELOW, WITHIN THE STATE.

SECTION "A."—Advertising Matter, consisting of Printed, Engraved or Photographed Advertisements, on paper or cardboard (not under glass), and Almanacs, Signs, or Cards without glass, in frames or racks, may be charged at the Merchandise rate per one hundred pounds, for actual weight, charges to be prepaid or guaranteed, and no charge to be less than 25 cents.

NOTE.—The rates on advertising matter given herein will be applied only on matter distributed gratuitously for advertising purposes, and must not be applied on any package containing articles that are sold to the consignee. Any article of merchandise packed with advertising matter will subject the shipment to the regular graduate at merchandise rate.

SECTION "B."—The following matter may be charged for at the Merchandise rate per one hundred pounds, for actual weight, charges to be prepaid or guaranteed:

Auxiliary Newspapers, Patent insides, and other appliances used in place thereof, including Reading Matter, Plates, minimum, twenty-five cents.

Packages of clothing shipped to or by laundries, minimum, twenty-five cents.

Catalogues and Prices Current, with prices extended, to and from dealers and their traveling salesmen, value limited to \$10.00, minimum, twenty-five cents.

Samples of Soap from manufacturers, when given away for advertising purposes, minimum, twenty-five cents.

Sample Cans of Cooked Corn from packing houses, minimum, twenty-five cents.

Sample Cans of Meat from packing houses, minimum, twenty-five cents.

NOTE.—When graduated or other rates quoted in this card are less than these, they should be applied. When shipments are ordered returned, these rates apply.

THE FOLLOWING SPECIAL RATES ARE TO BE USED ONLY ON THE CONDITIONS NAMED BELOW ON BUSINESS WITHIN THE STATE.

*SECTION "C."—Rates on Printed Matter and Seeds and Bulbs, prepaid, to railroad points only within the State, for manufacturers, publishers and dealers.

The following articles may be carried at ten cents for each one and one-half pounds or less, and for single packages exceeding one and one-half pounds, one cent for each additional two ounces or fraction thereof, unless the graduate rate is less:

Almanacs,	Engravings,	Periodicals,
Blanks (printed, bound or in sheets),	Envelopes (address printed),	Photographs (not framed),
Blotters and Blotting Pads,	Flexible or Paper Patterns,	Plants,
Books (printed, bound or unbound),	Hand Bills,	Posters,
†Bulbs,	Heliotype Work,	Prospectuses,
Blank Books,	Insurance Policies (blank),	Proof Sheets,
Blank Cards,	Labels,	Publications,
Blank Envelopes,	Litho. Views of Cities	Roots,
Card Boards,	(mounted on cloth with rollers),	Samples of Merchandise, including Grain, Cloth, Medicine and Sample Cards,
Calendars,	Letter Papers,	Scions,
Cards, printed,	Lithographs,	†Seeds,
Catalogues,	Magazines,	Sheet Music,
Circulars,	Maps,	Show Cards (unmounted),
Chromes,	Ornamented paper,	Stereoscopic Views.
Chromo Lithographs,	Pamphlets,	
Cuttings,	Paper for Cash Registers	
	(printed in rolls or sheets),	

Any of the above mentioned articles which represent advertising may be taken under Section A, when it gives a lower rate.

†Packages of Bulbs or Seed exceeding 40 ounces in weight, 4 cents per package less than rate of one-half cent per ounce, unless regular graduate is less.

Printed Matter Rates apply solely to articles enumerated, and only when shipped by manufacturers, publishers or dealers. The value of each package must be limited to Ten Dollars, be prepaid and have the nature or the contents written, stamped or printed thereon, and be so packed that the description may be readily verified by examination.

*SECTION "D."—Especial care and judgment must be exercised in the use of the following special rates, offering them only to manufacturers and dealers, to secure large and continuous shipments.

Packages of Merchandise (not including Jewelry), Grocers Samples, and Electrotype and Stereotype Plates for advertising cuts, value not exceeding \$10, may be forwarded at a rate of one cent per ounce.

Crab [soft shell] Empties may be returned free O. R., between all points.

Sample Cans or Jars securely packed, of cooked or preserved fruits, vegetables or fish, when shipped by manufacturers only, pound rates. This applies between all points.

Samples of Wall Papers sent to dealers charge pound rates.

Onion Sets.—Charge merchandise rates, except that they may also be taken under the head of "Rates on Printed Matter, Seeds, and Bulbs." See Section C. "Vegetables," under head of "General Special," only covers "Green Vegetables" used for food.

Strawberry and Other Live Plants should be classed as plants (see Classification Card) and charged for at merchandise or double merchandise rates, as indicated. Only trees and shrubs are enumerated under head of "General Specials," not nursery stock or shipments from nurseries.

Packages of Almanacs for city delivery, received by freight for distribution, may be charged for at 25 cents each.

Stencil Plates and Shipping Cards, to be used on packages, to be returned by express, when shipped by commission merchants to their customers, may be charged at advertising matter rates, as fixed by Section "A."

Ice Cream, at actual gross weight with an allowance of 20 per cent. for ice, at regular merchandise rates, unless there are authorized specials to the contrary.

"Safety Bicycles," not knocked down and boxed or crated, charge double merchandise rates same as "Ordinary Bicycles."

Burlaps which have been used for covering shipments of silk from silk mills, may be returned free.

"Airtight Jersey Butter Jars," six in crate, to be returned empty, when shipped full by express, may be returned between all points at 15 cents each.

Fish Roe may be classed same as Fresh Fish. Sulkies, Knocked Down, not Boxed or Crated.—Charge three times merchandise rate—minimum charges, \$3.00.

Harvesters, Knocked Down.—Charge single merchandise rate. They should not be classed as "Bulky Agricultural Implements," on which double merchandise rate is charged as provided in Classification.

Shell Clams in Bulk should be way-billed at the estimated weight for Oysters; that is, 10 pounds to the gallon.

Empty Paper Boxes.—Charge double merchandise rate.

Shipment of Posters to Traveling Shows should be taken at graduated merchandise rates, and not at the rates given under Section A of Classification Card.

GENERAL CLASSIFICATION.

EXPLANATIONS.—Special rules under each heading apply to all articles enumerated thereunder. **A.** stands for single **A.** Rate; $\frac{1}{2}$ **A.** for One-half **A.** Rate; $1\frac{1}{2}$ **A.** for Once and One half **A.** Rate; **D. A.** for Double **A.** Rate; $3\frac{1}{2}$ **A.** for Three Times **A.** Rate, Etc., **Special** for Special Rates or Scales of Special Rates. In the absence of Special Rates on Special Rate matter use Single Merchandise Rates; **O. R.** for Owner's Risk; **O. R. B.** for Owner's Risk of Breakage; **K. D.** for Knocked Down; **Minimum** for minimum charge on a single shipment—i. e., no single charge less than the one specified.

All articles not enumerated below, or not analogous to those enumerated, are to be charged for at **A. Rates.**

A		
Acids, dangerous, refuse, see Rule 8.		
Advertising Matter, see Section A.		
Agricultural Implements bulky. Plows, ordinary, <i>stirring and breaking</i>		
Ale.	A.	Berries.....
Almanacs, see Section A and Section C	B.	Butter.....
Animals and Birds, Live—Receive them only at O. R. of injury, death or escape taking a Release as provided for Live Stock. Feed and utensils must be provided by shippers. <i>They must be boxed or caged.</i> Enter the number of animals in each box or cage on way-bill. Charges may be <i>prepaid or guaranteed</i>	D. A.	Beer Tonic, see Scale of Rates...
Alligators, live	A.	Bees, in stands, O. R.
Cats	B.	Benzine, refuse, see Rule 8.....
Deer		Bicycles—Ordinary, see Vehicles
Dogs, in boxes at actual wg't. or securely chained, at 100 lbs. each.....		Bicycles—Railroad, taken apart, see Vehicles.
Ferrets	A.	Bicycles—Safety—K. D. and crated, see Vehicles.
Guinea Pigs.....	B.	Bicycles—Safety—not K. D. and boxed.....
Opossums.....		Bicycle Wheels, see Vehicles.
Pet animals		Birds—Live—Receive them only at O. R. of injury, death or escape, taking a Release as provided for Live Stock. Feed and utensils must be provided by shippers. Charges must be <i>prepaid or guaranteed</i> . Enter the number in each crate on the way-bill.....
Rabbits..		Blanks, printed, bound or in sheets, see Section C.
Antlers.....	D. A.	Blotters and Blotting Pads, see Section C.
Apples	B.	Boats, Metallic Folding securely packed.....
Asparagus	B.	Boats, Row and Canoes, including paddles and equipment, minimum \$2.00
		Shells and all Racing Crafts, including Outriggers, minimum \$4.00.....
B		Books, printed, bound or unbound, see Section C.
Bananas	B.	Book Cases, same as Furniture.
Beans.....	B.	Bread, pound rates, minimum 25 cents.....
Beef Fat	B.	Buggies, see Vehicles.
Beer.....	B.	Burial Cases.....
		Burros, see Live Stock.
		Bulbs, see Section C.

	C
Cabbage	
Calves (dressed).....	
Cantaloupes, in crates or bbls....	
Carrots	
Celery	
Cheese.....	
Cherries	
Chestnuts.....	
Cider..	
Clams.....	
Cocoanuts.....	
Crabs.....	
Crab meat raw, not including deviled or cooked crabs.....	
Crackers.....	
Cucumbers.....	
Calendars, see Section C.	
Calves, see Live Stock.	
Calves, dressed, see Perishables, etc.	
Cameras, Photograph, securely boxed.	
Cameras—Photograph, in light carrying cases.....	
Canoe, see Boats.....	
Cards, printed, see Section C.	
Carriages, see Vehicles	
Castings—Fragile, receive only at O. R. B.....	
Catalogues, see Section C.	
Catalogues and prices current with prices extended to or from dealers and their traveling salesmen, value limited to \$10.00, Section B.	
Cats, see Animals.	
Chairs, see Furniture	
Children.	
Chromos, see Pictures, also Section C.	
Chromo Lithographs, see Section C.	
Chronometers, see Instruments.	
Cigar Boxes, empty.....	
Circulars, see Section C.	
Clothing, packages of, to or from Laundries, see Section B.	
Colts, See Live Stock.	
Corn, cooked, sample cans of, see Section B.	
Cows, see Live Stock.	
Crabs, deviled or cooked.....	
Crayon Portraits, see Pictures.	
Cuttings, see Section C.	

	D
Deer, see Animals.	
Desks—School, see Furniture.	
Desks—Office, same as Furniture.	
Dogs, see Animals.	
Doll Carriages and Doll Chairs, of small value.....	
Dressed Poultry.....	
Dress Forms.....	
Dynamite, refuse, see Rule 8.	
	E
Eggs.....	
Egg Plants.....	
Emery Wheels.	
Empties, O. R., returned by the company that carried them when full. Unless otherwise provided for, they must be called for and delivered by owners, and charges must be prepaid. Empties not enumerated are to be charged for in accordance with size and weight of analogous empties. When carried by two or more companies between common points, charges to be divided equally, delivering company to have the odd cent. Empties that have not been shipped full by express, charge merchandise rates.	
Bags and sacks for news companies may be transported free or Tariff B rates.	
Beer Empties may be transported free or Tariff B rates.	
Berry Stands or Crates..... 10c. Each.	
Bread Baskets or Boxes..... 5c. Each.	
Butter Tubs (and all butter empties except refrigerators)..... 5c. Each.	
Butter Refrigerators..... 15c. Each.	
Cans, in boxes or kegs and oil cans in jackets..... 10c. Each.	
Cans, for Alcohol, Fish, Oils, and Varnishes. They may be delivered to regular patrons..... 15c. Each.	
Clothing Baskets for clothing houses and merchant tailors. 25c. Each.	
Coops..... 10c. Each.	
Crates and Kennels, pet animal or dog, minimum 50c....	
Demijohns, in boxes or kegs .. 10c. Each.	
Egg Cases..... 5c. Each.	
Fruit Empties..... 10c. Each	

A.
E.
D. A.B.
B.A.
E.
D. A.A.
D. A.

1 1/2 A.

A.
A.

1/2 A.

Gas Cylinders, minimum 15c.	1 A.	Fresh meats.....	E.
Homing Pigeon Baskets, minimum 50c. each, for each company carrying.....	A.	Frogs, live.....	B.
Ice Cream Freezers, minimum 15 cents.....	1 A.	Furs, coarse.....	B.
Ice Cream Freezers, empty, may, by agreement with owner, be returned subject to charges on delivery at rates fixed in classification.	1 A.	Fish - Live. When carried by more than one Company rates on "Packages each 7 pounds or less" do not apply.....	A.
Jars.....	5c. Each.	Fruit.....	B.
Jugs, in boxes or kegs.....	10c. Each.	Furniture, O. R. B.	
Kumyss Boxes.....	25c. Each.	Boxed or crated.....	A.
Liquor Kegs.....	10c. Each.	Not boxed or crated.....	D. A.
Meat boxes may be returned subject to charges on delivery, by agreement with owners.....	25c. Each.	Burlapped, except chairs, from manufacturers only.....	A.
Milk Cans may be transported free or Tariff B rates.....		Chairs, boxed or crated.....	A.
Mineral Water Cases may be transported free or Tariff B rates.....		Chairs, not boxed or crated and not otherwise specified.....	D. A.
Oyster Empties may be transported free or tariff B rates		Chairs, Barber, burlapped boxed or crated.....	A.
Oyster Empties, new, sent to be filled and returned by express, may be transported free or Tariff B rates.		Chairs, Dentists', boxed or crated, not exceeding \$75 in value.....	A.
Tubs or Pails.....	5c. Each.	Chairs, Dentists', boxed or crated, exceeding \$75.00 in value.....	D. A.
Other New Oyster Empties.	10c. Each.	Chairs, Iron Frame or Folding Opera.....	A.
Poney Refrigerators, for fruit.	25c. Each.	Letter File Cases, boxed or crated.....	A.
Soda Fountains, minimum 15c.	1 A.	Piano Stools, boxed or crated.....	D. A.
Engravings, see Pictures, also Section C.		Piano Stools, not boxed or crated.....	A.
Envelopes, address printed, see Section C.		School Desks	D. A.
Explosives, refuse, see Rule 8.		Furs—Coarse, including undressed skins..	A.
		Furs—Dressed.	B.
			A.
F			
Feathers, closely compressed and baled.....	A.	Game.....	B.
Feathers, not closely compressed and baled.....	D. A.	Gasoline, refuse, see Rule 8.	A.
Ferrets, see Animals.		Ginger Ale.....	
Fire Arms, O. R.		Glass, must be boxed or crated.	
Guns or Rifles, trussed or boxed, or taken apart and packed in sole leather or canvas cases.....	A.	O. R. B.	
When not so packed.....	3 t A.	Ground.....	
Pistols or Revolvers, securely packed.....	A.	Mirrors.....	
Fire Brick.....	A.	Stained.....	
Fish—Salted or Dry.....	A.	Show Cases.....	
Fish—Fresh.....	B.	Plate.....	
Fish Roe.....	E.	Signs.....	
	B.	Window.....	
		Goats, see live stock.	
		Grapes.....	
		Greens.....	
		Green Corn.....	
		Guinea Pigs, see Animals.	
		Guns, see Fire-arms.	
		Gunpowder, refuse, see Rule 8.	
G			

II		J	
Harvesters, K. D.		Jars—air-tight, butter.	
Hand Bags—Old.		Jewelry, sealed or unsealed	
Hand Bills, see Section C.		(rates in Section D do not	
Heliotype Work, see Section C.		apply). Graduated rates...	
Hides—Green.....	B.		
Hobby-Horses.....	D. A.		
Hogs, see Live Stock.			K
Honey, O. R., refuse unless	A.	Kerosene, refuse, see Rule 8.	
properly packed.....			
Honey in comb and strained,	B.		L
well packed.....		Labels, see Section C.	
Horses, see Live Stock.		Lard.....	
	I	Laundries, packages of clothing	
Ice Cream.....		shipped to or by, see Section	
Inflammables, refuse, see Rule 8		B.	
Instruments, O. R.		Lemons.....	
Musical Instruments, encased		Lettuce (gross weight).....	
in wooden boxes in addition		Lobsters.....	
to their own cases.....		Letter File Cases, see Furniture	
Musical Instruments, not		Lithographed Views of Cities,	
boxed, not otherwise speci-		mounted on cloth, with rol-	
fied.....		lers, see Section C.	
Pianos, boxed, minimum \$5.00		Lithographic Stones, O. R., must	
for each Company carrying		be boxed or crated.....	
Pianos, not boxed, minimum		Liquids, in glass demijohns, or	
\$5.00 for each company car-		earthenware, O. R. Refuse	
rying.....		when enclosed in paper or	
Organs, boxed.....		paper boxes or otherwise im-	
Organs, not boxed, for music		properly packed.....	
dealers.....		Lithographs, see Pictures, also	
Organs, not boxed, for other		Section C.	
than music dealers.....		Live Stock. Receive only at O.	
Surveyors' Instruments, ex-		R. of death, injury or escape.	
cept Tripods, must be re-		Shipper must be required to	
fused unless boxed		sign a contract on the form	
Surveyors' Instruments, en-		furnished by the company,	
closed in a single box or		releasing the Express as well	
case.....		as all transportation com-	
Surveyors' Instruments, strap-		panies, whose line may be used,	
ped so that they cannot		from any and all liabilities for	
move in their own box or		loss or damage. Feed and	
case, and covered with one		utensils must be provided by	
or more additional boxes		shippers. Charges must be	
with proper packing be-		prepaid or guaranteed. Horses	
tween.....		may not be taken unless au-	
Chronometers, must be re-		thorized by Superintendents.	
fused unless boxed.....		Burros, crated.....	
Thermometers, must be re-		Burros, not crated, not ex-	
fused unless boxed or se-		ceeding 500 lbs. in weight	
curely packed. Value not		and \$100 in value, minimum	
exceeding \$5.00 each.....		\$5 for each company carry-	
Value exceeding \$5.00 each.		ing.....	
Tripods.....	D. A.	Calves, crated.....	
Insurance Policies, blank, see	A.	Colts, see Ponies.	
Section C.		Cows, not crated, estimate,	
		single animal at 1,000 lbs...	

Cows, crated.....	A.	Oleo Oil.....	B.
Goats, } crated.....	A.	Oil, explosives or inflammables, refuse, see Rule 8.	
Hogs, } crated.....	A.	Opera Chairs, see Furniture.	
Horses, estimate single ani- mals at 1,000 lbs., minimum \$25 for each company car- rying in absence of an agreement to divide the through rate.....	3 t A.	Opossums, see Animals.	
Horses, car loads of 10 horses, estimate at 10,000 lbs., and 1,000 lbs. more for each ad- ditional horse.....		Organs not boxed for other than music dealers.....	
Ponies or Colts, not exceeding 500 lbs. in weight and \$100 in value, minimum, \$10.00 for each company carrying in absence of an agreement to divide the through rate.	A.	Oranges	1 1/2 A.
When not crated.....		Oysters in shell.....	B.
When crated.....	1 1/2 A.	Oysters, canned, see scale of weights	B.
A Pony, Colt or Horse weighing over 500 lbs. net, will be classified same as a Horse.....	A.	P	
Sheep, crated.....	A.	Paintings, see Pictures.	
Lobsters, see Perishables.		Pamphlets, see Section C.	
M		Paper for Cash Register, see Section C.	
Magazines, see Section C.		Parsnips	B.
Maps, see Section C.		Peaches.....	B.
Marble and Slate, manufactured, must be boxed or crated, O. R.	A.	Peas.....	B.
Matches, refuse, see Rule 8.		Pears.....	B.
Mattresses.....	A.	Pine Apples.....	B.
Meat, sample cans of, from pack- ing houses, see Section B.		Plums ..	B.
Meat—Fresh or cured.....	B.	Pomegranates.....	B.
Men, refuse.		Pop.....	B.
Mineral Water.....	B.	Potatoes	B.
Mirrors, see Glass.		Poultry, dressed.....	B.
N		Patent Insides, see Section B.	
Naphtha, refuse, see Rule 8.		Peanut Roasters.....	A.
Negatives, see Photographic Dry Plates.		Periodicals, see Section C.	
Newspapers, charge according to local agreements.		Photographs, not framed, see Section C.	
Newspapers, auxiliary, see Sec- tion B.		Photographic Dry Plates and Negatives, O. R. B.....	A.
O		Pianos, not boxed, minimum \$5.00 for each company carry- ing	
Okra.....	B.	Piano Stools, see Furniture.	
Oars, crated.....	A.	Pictures, O. R., must be secure- ly crated or boxed, and marked "Pictures," "Oil Paintings," etc. Shippers must invariably declare value, and it must be entered on the receipt.	1 1/2 A.
Oars, not crated.....	D. A.	Chromos.....	
Oleo Butter.....	B.	When the de- clared value of the ship- ment is \$50 or less.	
		Crayon Portraits.....	A.
		Engravings.....	
		Lithographs	
		Machines or Sten- cil Paintings...	
		Oil Paintings.....	
		Pictures.....	
		Water Colors....	
		Pigeons, Quails or Birds—Live, in coops for market or shoot- ing tournaments, O. R. of in- jury, death or escape.	D. A.

Coops and contents must not weigh over 150 lbs.....
 Pigeons—Live, shipped by Horned Pigeon Clubs, O. R. of injury, death or escape, in heavy flattopped baskets, with insufficient food and water for the trip. Minimum 50 cents per basket for each company carrying. The same charge to be made on the basket, full or empty.....
 Pistols, see Fire-arms.
 Plants—Live, boxed or crated, so that they can be loaded with other freight without damage; prepaid or guaranteed.
 Plants, when not boxed or crated, prepaid or guaranteed.
 Plants, also see Section C.
 Plows, ordinary stirring and breaking.....
 Ponies, see Live Stock.
 Pop, see Scale of Rates.
 Posters, see Section C.
 Poultry, dressed.....
 Poultry—Live, O. R. of injury, death or escape. Food and utensils must be provided by shippers. Coops and contents must not weigh over 150 lbs.
 Poultry, for market.....
 Poultry, other than for market; released same as Live Stock, charges may be prepaid or guaranteed; enter the number of fowls in each coop on the way-bill.....
 Prices Current, see Section B.
 Produce.
 Prospectuses, see Section C.
 Proof sheets, see Section C.
 Publications, see Section C.

Q

Quail, see pigeons.

R

Rabbits—Dead, see Perishables. etc.....
 Rabbits—Live, see Animals.
 Radishes.....
 Reading Matter Plates, see Section B.
 Revolvers, see Fire-arms.
 Rifles, see Fire arms.
 Roots, see Section C.

A. Sausage—Fresh or cured.....
 School Desks, see Furniture.
 Scions, see Section C.
 Seeds, see Section C.
 Sewing Machines, racked or boxed.....
 Sewing Machines, not racked or boxed, O. R.
 Sheep, see Live Stock.
 Sheet Music, see Section C.
 Show Cards, unmounted, see Section C.
 Show Cases, see Glass.
 Shrubs

A. Signs, see Glass, also Section A.

D. A. Skins—Dressed.....
 Skins—Undressed.....
 Slate, see Marble.

A. Sleighs, see Vehicles.

E. Soap, samples of, given away for advertising purposes, see Section B.

A. Soda Founts, "charged".....
 Soda Water

D. A. Squashes (in crates).....
 Strained Honey.....
 Sugar Cane.....
 Statuary, O. R., must be boxed or crated.....
 A. Stencil Plates and Shipping Cards to be used on packages to be returned by Express when shipped by commission merchants to their customers, may be charged at advertising matter rate, Section A.

D. A. Stereoscopic Views, see Section C.

D. A. Sulkies, see Vehicles.

D. A. Surveyors' Instruments, see Instruments.

T

Terrapin, live.....
 Tricycles, see Vehicles.
 Tripods, see Instruments.
 Thermometers, see Instruments.
 Tomatoes.....
 B. Trees and Shrubs (for planting) boxed or baled, prepaid or guaranteed.....
 B. Turtles (in bbls.)

B. Turtles—Live

B. Turnips

A. Typewriting Machines, securely boxed.....

Typewriting Machines, when in their cases only, or not securely boxed, O. R.....	D. A.	Cutters, with Thills detached, boxed or crated, minimum, \$3.00 for each company carrying.....	1 $\frac{1}{2}$ A.
	V		
Valises, old.			
Vegetables—Green	B.	Sleighs, K. D. and boxed or crated, minimum, \$3.00 for each company carrying.....	1 $\frac{1}{2}$ A.
Vehicles—		Sleighs, not K. D. not boxed or crated, minimum, \$3.00 for each company carrying.....	
Bicycles, ordinary....	D. A.	Sleigh, with Thills detached, boxed or crated, minimum, \$3.00 for each company carrying.....	3 $\frac{1}{2}$ A.
Bicycles, railroad, taken apart.	A.		
Bicycles, safety, K. D. and boxed or crated.....	A.	Sulkies, K. D. and boxed or crated, minimum, \$1.50 for each company carrying.....	1 $\frac{1}{2}$ A.
Bicycle Wheels, same as the machine to which they belong, except that the small wheel of the "Ordinary" Bicycle may be taken at merchandise rate when boxed or crated.		Sulkies, not K. D. nor boxed or crated, minimum, \$3.00 for each company carrying.....	3 t A.
Buggies, K. D. and boxed or crated, minimum \$3.00 for each company carrying.....	1 $\frac{1}{2}$ A.	Tricycles, K. D. and boxed or crated	A.
Buggies, not K. D. and boxed or crated, minimum \$3.00 for each company carrying..		Tricycles, not K. D. and boxed or crated.....	D. A.
Children's Carriages.....	D. A.	Velocipedes.....	D. A.
Carriages, K. D. and boxed or crated.....	1 $\frac{1}{2}$ A.	Velocipedes—Children's.....	A.
Carriages, not K. D. and boxed or crated.....	3 t A.		
Carriages or Buggy Poles, with single trees securely attached	3 t A.		
	A.		
		W	
		Watches, see Jewelry.	
		Y	
		Yeast, Compressed.....	B.

TELEGRAPH.

Tariff and Rules Governing Telegraph Companies.

RULE NO. 1.

No Telegraph company shall charge or collect more than twenty-five cents for any message of ten words or less, exclusive of date, address and signature, between any two points within the limits of this State, on its lines, nor more than two cents for each additional word on a day message, nor more than one cent for each additional word on a night message; and no additional charges shall be made for repeating a message—that is, telegraphing back to originating office for comparison.

Rule No. 1 to take effect from and after February 1st, 1892.

RULE NO. 2.

No telegraph office where messages are received and transmitted for the public shall be discontinued or abolished without first obtaining the consent of this Commission upon an application duly filed by the said company desiring such discontinuance wherein shall be stated the reasons therefor.

The Darien Telegraph Co.

Upon application of the Manager of the Darien Telegraph Company to be allowed an increase in the telegraph rates, and upon showing made, it is

ORDERED, That said company be allowed to charge forty cents for ten words, exclusive of dates, address and signature, and three cents for each additional word for day messages, until otherwise ordered.

RAILROAD MILEAGE IN THE STATE OF GEORGIA.

Alabama Great Southern	24.82
Albany and Northern	35
Atlanta and West Point	86.11
Atlanta, Knoxville and Northern	105.1
Atlantic, Valdosta and Western	70
August Belt	8.8
Augusta and Summerville	2
Augusta Southern	85
Augusta Terminal	1.41
Brunswick and Pensacola	22
Bruton and Pineora	42.7

Central System, viz.—

First Division :

Savannah to Atlanta	294.73
Millen to Augusta	53.21
Gordon to Covington	81.89
Griffin to Carrollton	59.57
M. and A. Junction to Athens	101.78
Barnesville to Thomaston	16.25

Second Division :

Macon to Alabama State Line (Eufaula)	142.60
Fort Valley to Columbus	71.00
Fort Valley to Perry	12.50
Smithville to Columbia	88.61
Cuthbert to Fort Gaines	20.50

Third Division :

Columbus and Birmingham	1.07
Columbus and Greenville	49.51
Columbus to Americus	62.34
Columbus to Alabama State Line (Girard)	1.14

Tybee Division :

Savannah to Tybee	17.70
-----------------------------	-------

Total 1,069.40—1,069.40

Charleston and Western Carolina	20.47
Chattanooga, Rome and Southern	184.50
Chattanooga Southern	42.65
Chattanooga and Durham	17.84
City and Suburban	17
Collins and Reidsville	6.91
Darien and Western	29
Dooly Southern	8
Douglas and McDonald	20
Dover and Statesboro	9.96
East and West	45.70
Florida Central and Peninsular	138.08
Flovilla and Indian Springs	3
Foy Railroad	10
Gainesville, Jefferson and Southern	65

Georgia, viz.—

Augusta to Atlanta	170.80
Camak to Central Railroad Junction	74
Union Point to Athens	39
Barnett to Washington	17.20
Union Point and White Plains	18.5

Total	314.5 — 314.5
------------------------	---------------

Georgia and Alabama

Georgia Northern	81
Georgia Pine Railway	89
Georgia Southern and Florida	169.15
Hartwell	10
Hawkinsville and Florida Southern	25
Lawrenceville	9.80
Lexington Terminal	4
Louisville and Wadley	10
Macon and Birmingham	97
Macon, Dublin and Savannah	58.54
Midville, Swainsboro and Red Bluff	17.75
Millen and Southwestern	31.53
Nashville, Chattanooga and St. Louis	2.73
Northeastern of Georgia	39.50
Oconee and Western	40

Plant System, viz.—

Savannah to Alabama State line	268.5
Brunswick to Albany (B. & W.)	170.4
Waycross to Florida State line	36.89
Savannah to South Carolina State line	17.9
Albany to Florida State line (via Thomasville)	68.68
Climax to Florida State line	28.2
Dupont Junction to Florida State line	25.68

Total	616.25 — 616.25
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Sandersville

Savannah and Statesboro	4
Seaboard Air Line	12.5
Smithonia and Dunlap	138.64
Smithonia, Danielsville and Carnesville	7
South Brunswick	6
South Georgia	16.5
	28

Southern System, viz.—

Atlanta and Charlotte Air Line	100.96
Georgia Pacific Railroad	50.20
Georgia State Line to Brunswick, Ga	407.27
Atlanta and Florida Railroad	102.80
Georgia Midland Railway	97.88
Elberton Air-Line	50.60
Cleveland and Cohutta Branch	2.80
Dock Branch	1.80
Hawkinsville Branch	10.10
Roswell Branch	9.11
Atlanta Belt Line	3.80
Attalla and Rome	18.90
Rome and Selma	21.40
C. C. & A. Railway	1.55

Total	877.67 — 877.67
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Sparks, Moultrie and Gulf	24
Stillmore Air Line	34.05
Sylvania	15
Talbotton	7
Tallulah Falls	20.90
Tifton and Northeastern	25
Valdosta Southern	15
Wadley and Mount Vernon	30
Waycross Air Line	42
Western and Atlantic (including Rome Railroad)	139.52
Western of Alabama	17
Wrightsville and Tennille	36
 Total mileage	 5,475.26
Mileage as shown in 25th report	<u>5,374.82</u>
 Increase	 100.44

Statement of Financial Operations of Railroads of Georgia for the Year Ending June 30, 1898.

148

	Gross Earnings, Year Ending June 30, 1898.	Operating Expenses, Year Ending June 30, 1898.	Net Earnings, Year Ending June 30, 1898.	Deficit, Year Ending June 30, 1898.	Gross Earnings per M. Year Ending June 30, 1898.	Operating Expenses per M. Year Ending June 30, 1898.	Net Earnings per M. Year Ending June 30, 1898.	Percentage of Operating Expenses to Gross Earnings.
Albany & Northern	\$ 33,328 61	\$ 35,351 74	\$ 2,023 13	\$ 952 25	\$ 1,010 04	\$ 1,464 54	\$ 3,751 65	108 65
Alabama Great Southern	132,897 67	91,240 19	41,657 48	.....	.....	1,379 24	1,039 75	68 65
Atlanta, Knoxville & Northern	144,958 70	109,278 45	35,680 25	.....	.....	6,673 54	4,084 37	75 45
Atlanta & West Point	575,259 47	347,763 08	227,496 39	.....	.....	3,596 45	2,242 46	60 45
Central of Georgia	3,870,313 51	2,413,224 08	1,457,089 43	.....	.....	2,289 65	1,551 89	62 35
Chattanooga, Rome & Southern	309,102 99	209,505 70	99,597 29	.....	.....	819 30	918 46	67 7
Chattanooga Southern	84,943 16	39,172 52	.....	4,229 36	.....	1,959 76	948 83	112 48
Chattanooga & Durham	33,982 27	16,452 76	17,529 51	.....	.....	.....	.....	48 48
City & Suburban	88,135 52	63,320 63	24,814 89	.....	.....	5,184 44	3,724 74	1,459 64
Collins & Reidsville	5,199 51	4,080 02	1,119 49	.....	.....	752 46	590 45	162 01
Darien & Western	19,660 56	13,622 33	6,038 23	.....	.....	677 95	469 73	208 21
Dover & Statesboro	20,869 10	8,493 53	12,375 57	.....	.....	2,086 91	849 35	1,237 55
East & West	46,575 18	39,084 68	7,490 50	.....	.....	1,019 15	1,63 90	40 40
Florida Central & Peninsular	59,772 89	38,384 87	218,388 02	.....	.....	4,336 42	2,791 02	1,545 40
Foy Railroad	12,985 60	9,486 52	3,439 08	.....	.....	1,295 56	948 65	346 90
Georgia Railroad	1,632,547 88	1,219,804 61	412,743 27	.....	.....	5,317 75	3,973 31	1,344 44
Gainesville, Jefferson & Southern	67,566 74	74,872 49	.....	7,305 75	.....	1,039 33	1,151 85	118 72
Georgia & Alabama	1,008,387 27	720,224 30	288,162 97	.....	.....	2,881 10	1,914 93	766 17
Georgia Northern	65,219 69	39,590 20	25,629 49	.....	.....	2,103 86	1,277 10	826 76
Georgia Southern & Florida	949,627 06	65,054 02	295,573 04	.....	.....	3,382 02	2,294 92	1,037 10
Hartwell	11,518 32	6,894 91	4,623 41	.....	.....	1,151 83	689 49	462 34
Lawrenceville Branch	4,270 04	2,734 67	1,535 37	.....	.....	427 00	273 47	153 54
Lexington Terminal	3,000 00	2,400 00	600 00	.....	.....	750 01	600 00	150 00
Louisville & Wadley	11,897 71	11,789 01	108 70	.....	.....	1,189 77	1,178 90	10 87
Macon, Dublin & Savannah	60,159 49	61,468 10	.....	1,308 61	.....	1,114 06	1,138 29	102 18
Macon & Birmingham	65,129 66	77,511 87	.....	1,2,382 21	.....	672 34	801 20	118 18
Millen & Southwestern	27,953 68	28,613 24	4,340 44	.....	.....	873 55	737 91	135 63
Midville, Swainsboro & Red Bluff	28,811 46	22,146 30	6,665 16	.....	.....	1,800 63	1,230 35	370 29
Northeastern of Georgia	72,352 60	56,963 98	15,338 62	.....	.....	1,859 44	1,465 14	394 31
Oconee & Western	36,672 39	33,545 39	8,127 00	.....	.....	916 81	838 63	78 18

Average Gross earnings per mile for the State of Georgia
Average operating expenses per mile for the State of Georgia
Average net earnings per mile for the State of Georgia
Percentage of operating expenses to gross earnings for the State of Georgia

\$3,517.45
2,492.09
1,025.35
70.8

49

11

Georgia

272

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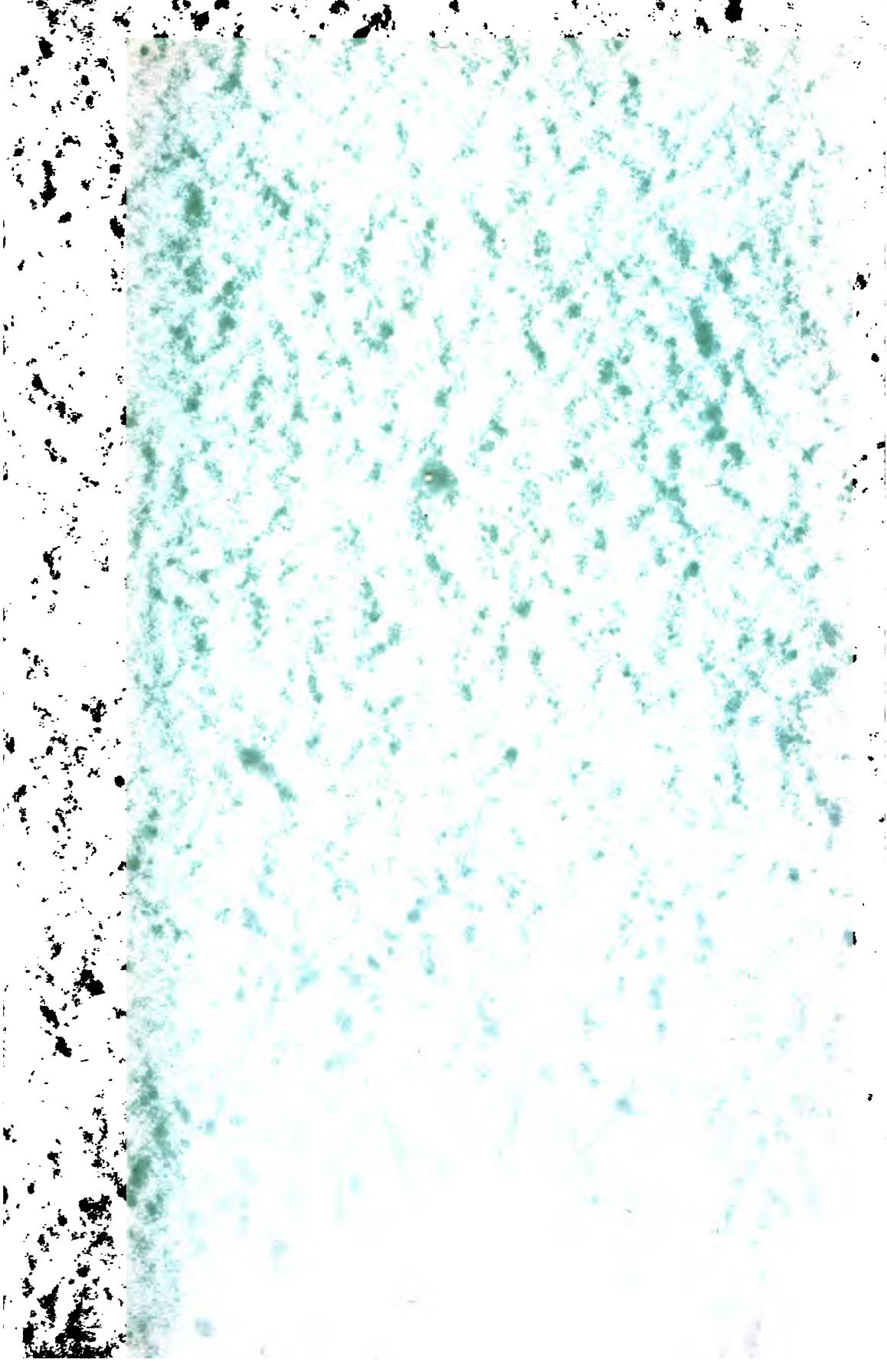
Summary of Financial Operations of Railroads in Georgia.

	Railroad Mileage in Georgia.	Gross Earnings.	Operating Expenses.	Net Earnings.	Percentage of Operating Expenses to Gross Earnings
1895.....	5,240.52	\$16,980,146 96	\$12,397,730 60	\$4,532,416 36	73.2
1896.....	5,291.41	18,458,467 95	13,188,336 28	5,270,131 67	71.4
1897.....	5,374.82	18,305,051 82	12,672,702 76	5,632,349 06	69.2
1898.....	5,475.26	19,046,983 95	13,494,677 94	5,552,306 01	70.8

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1. *Phragmites australis* (Cav.) Trin. ex Steud.

2. *Phragmites australis* (Cav.) Trin. ex Steud.

3. *Phragmites australis* (Cav.) Trin. ex Steud.

4. *Phragmites australis* (Cav.) Trin. ex Steud.

5. *Phragmites australis* (Cav.) Trin. ex Steud.

6. *Phragmites australis* (Cav.) Trin. ex Steud.

7. *Phragmites australis* (Cav.) Trin. ex Steud.

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9. *Phragmites australis* (Cav.) Trin. ex Steud.

10. *Phragmites australis* (Cav.) Trin. ex Steud.

